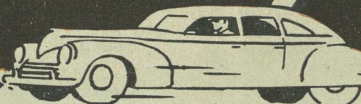


FLORIDA

Highways



Official Publication of

STATE ROAD DEPARTMENT OF FLORIDA — FLORIDA HIGHWAY PATROL

VOLUME 10
NUMBER 3

104/2
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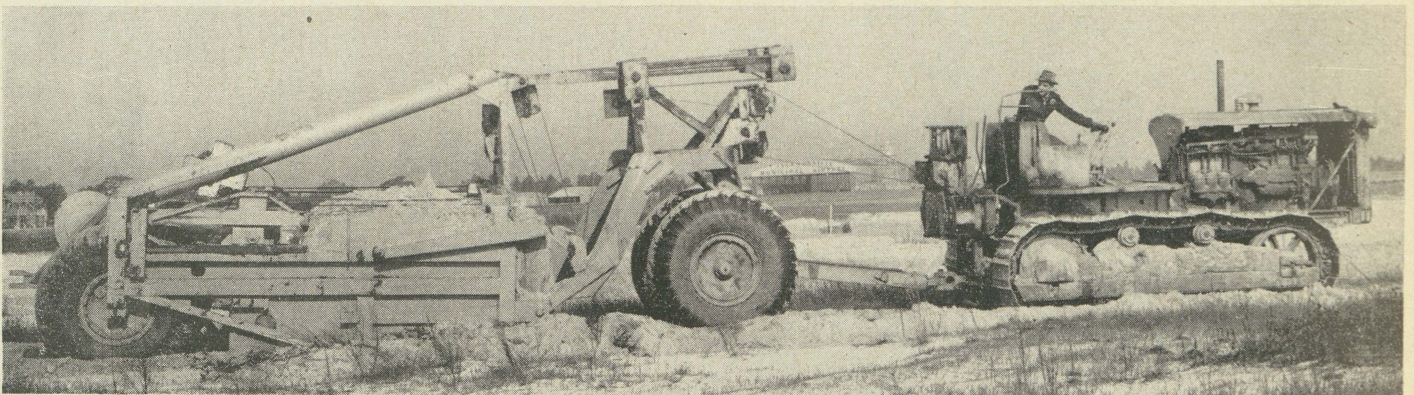
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STATE ROAD DEPARTMENT OF FLORIDA

TENTATIVE BUDGET FOR FISCAL YEAR 1942

ASSETS		
Cash Available for General Purposes	\$ 4,645,253.78	
Federal Receivables for Work Underway	2,792,143.25	
Federal Receivables Earned	781,056.75	
Gasoline License Tax—		
1st 3c Tax	\$11,500,000.00	
2nd 3c Tax in Excess of 1938	1,728,214.47	13,228,214.47
Prepaid Insurance on Bridges		13,000.00
Prepaid State Planning Board Advances against 1942 Budget		12,500.00
County Funds—		
2nd Gas Available for Expenditures on Preferential Roads	677,253.80	
2nd Gas Surplus Available and/or Esti- mated to Become Available for Con- struction of State Roads—		
—Cash on Hand 1-1-42	\$ 1,808,542.82	
—Estimated to 9-30-42	1,109,111.89	3,594,908.51
Proposed New Federal Aid for 1942		2,922,828.46
Estimated Balances Due on Uncompleted Budgeted Projects as of 12-31-42		5,000,000.00
TOTAL		\$32,989,905.22

LIABILITIES		
Accounts Payable as of December 31,		
1941—Payrolls	\$ 123,958.29	
Contractor's Estimates and Retainage ..	1,154,554.84	
Miscellaneous Audited Bills	326,378.97	
Purchase Order Commitments	196,126.89	
Workmen's Compensation Claims—		
Pending	27,680.59	
Bridge Leases	68,557.50	1,877,257.08
Emergency Reserve, 10% of State Revenue ..		1,322,821.45
Additional Reserve for Emergency Contingencies		1,000,000.00
Administrative Accounts		612,110.00
Bridge Insurance		13,000.00
First Division Office Building		50,000.00
Division Offices		177,220.24
Maintenance Offices		157,205.03
Maintenance		
Bridge Leases	\$ 412,612.96	
Routine—Schedule 1	3,085,655.19	
Periodic—Schedule 1	2,449,314.11	\$ 5,947,582.26
Construction		
Allotted to Projects—Schedule 2		
—Work Underway	\$ 7,963,613.84	
—Work Proposed	11,758,048.35	\$19,721,662.19
Available for Future Allotments		
—Federal Funds	\$ 795,328.46	
—State Matching and Carrying	312,373.28	
—Surplus	253,345.23	
—Surveys, Plans and Estimates	750,000.00	\$ 2,111,046.97
TOTAL		\$32,989,905.22

STATE ROAD DEPARTMENT OF FLORIDA

PERCENTAGE OF REVENUES FROM VARIOUS SOURCES AND PERCENTAGE OF APPROPRIATIONS TO VARIOUS OPERATIONS

TENTATIVE BUDGET FOR FISCAL YEAR 1942

ASSETS		
Cash on Hand	\$ 4,645,253.78	14.08%
Gasoline Tax for General Purposes	13,228,214.47	40.09
Miscellaneous	25,500.00	.08
County Revenues	3,594,908.51	10.90
Federal Revenue	6,496,028.46	19.69
Estimated Construction Carry Over	5,000,000.00	15.16
	\$32,989,905.22	100%

LIABILITIES		
Accounts Payable	\$ 1,877,257.08	5.69%
Reserves	2,322,821.45	7.04
Administration Salaries, Expense, and Investment	1,009,535.27	3.06
Maintenance	5,947,582.26	18.03
Construction	21,832,709.16	66.18
	\$32,989,905.22	100%

STATE ROAD DEPARTMENT OF FLORIDA MAINTENANCE BUDGET 1942

Summary

	ROAD MILES	BRIDGE FT.	ROUTINE			TOTAL ROUTINE	PERIOD MAINT.	TOTAL
			Roads	Bridges	Bridge Operation			
FIRST DIVISION	\$ 1,585.62	\$ 78,258.38	\$ 372,154.10	\$ 72,490.45	\$ 27,819.50	\$ 472,464.05	\$ 449,944.40	\$ 922,408.45
SECOND DIVISION	1,659.60	54,738.34	435,878.20	76,123.00	32,105.00	544,106.20	503,485.40	1,047,591.60
THIRD DIVISION	1,867.68	149,368.12	444,572.94	176,475.00	31,679.00	655,726.94	514,376.49	1,170,103.43
FOURTH DIVISION	1,198.60	105,878.71	451,764.88	134,780.00	53,400.00	639,944.88	375,266.75	1,015,211.63
FIFTH DIVISION	1,855.60	91,829.68	632,318.71	98,662.41	42,432.00	773,413.12	606,241.07	1,379,654.19
TOTALS.....	\$ 8,167.10	\$ 480,073.23	\$ 2,336,688.83	\$ 561,530.86	\$ 187,435.50	\$ 3,085,655.19	\$ 2,449,314.11	\$ 5,534,969.30

STATE ROAD DEPARTMENT OF FLORIDA CONSTRUCTION BUDGET FOR 1942

Recapitulation

DIVISION	1942 BUDGET		TYPES OF WORK			FUNDS				TOTAL
	UNDER WAY	PROPOSED	GRADING	PAVING	STRUCTURES	STATE	COUNTY FUNDS		FEDERAL	
							Preferential Roads	State Roads		
FIRST	\$ 1,450,660.72	\$ 3,202,432.24	\$ 401,616.74	\$ 3,794,490.13	\$ 456,986.09	\$ 2,423,222.74	\$ 78,463.09	\$ 88,788.48	\$ 2,062,618.65	\$ 4,653,092.96
SECOND	1,121,629.62	3,679,656.86	222,719.31	4,098,063.91	480,503.26	2,490,300.14	146,176.33	1,539,596.61	625,213.40	4,801,286.48
THIRD	1,323,833.65	2,788,626.94	610,762.20	2,657,726.25	843,972.14	2,058,879.85	389,653.61	857,612.25	806,314.88	4,112,460.59
FOURTH	1,899,398.61	920,500.23	19,915.02	2,040,158.62	759,825.20	2,508,161.91	.....	178,312.14	133,424.79	2,819,898.84
FIFTH	2,168,091.24	1,166,832.08	81,832.08	2,924,665.75	328,425.49	2,042,851.79	.....	.....	1,292,071.53	3,334,923.32
TOTAL.....	\$ 7,963,613.84	\$ 11,758,048.35	\$ 1,336,845.35	\$ 15,515,104.66	\$ 2,869,712.18	\$ 11,523,416.43	\$ 614,293.03	\$ 2,664,309.48	\$ 4,919,643.25	\$ 19,721,662.19

(Continued on page 31)



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STATE ROAD DEPARTMENT
FLORIDA HIGHWAY PATROL

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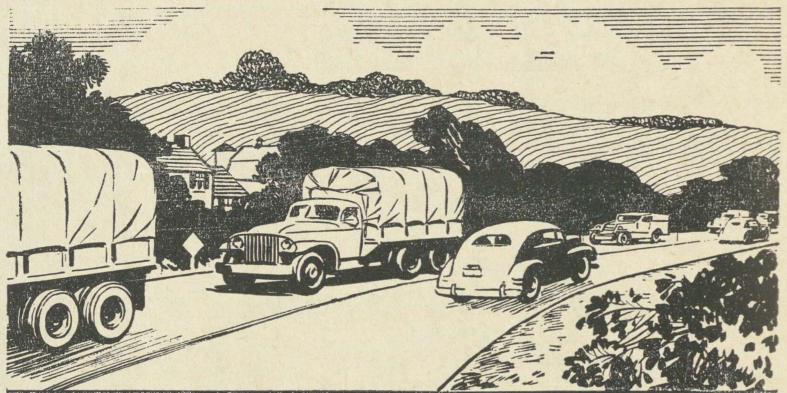
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BUY DEFENSE STAMPS AND BONDS . . . SUPPORT THE RED CROSS

EDITORIALS

Florida's Sugar Situation

REACTION to the expose of the Florida sugar situation in relation to the National defense program in last month's *Florida Highways* has been swift and sudden. While this magazine does not claim full credit for the all-out campaign that has since been instituted to remove or modify Federal regulations which permit Florida to produce less than one percent of the sugar consumed in the United States (the State is capable of producing practically all of the sugar requirements of the entire Nation), it does claim credit for arousing the State's interest in this unfair imposition at a time when the question is of vital importance to the well-being of the whole country.

As this issue of the magazine goes to press the Associated Press quotes Senator Charles O. Andrews, then in Orlando, as advocating a swift expansion of sugar production in the Everglades including addition of two cooperative mills of 100,000-ton capacity each immediately. In making this statement, Senator Andrews mentioned figures which were carried in the *Florida Highways* article showing that continental United States produces less than 30 percent of American sugar consumption, adding that "there is no reason why the richest land on earth (Florida Everglades area) should stand idle when it is so sorely needed."

Senator Claude Pepper, who opposes anything that will benefit the United States Sugar Corporation as a monopoly in the Florida sugar producing industry, nevertheless supports lifting of the sugar quota, and, at the time of going to press, declared that he has a measure which will cover the situation without granting further concessions to the corporation. Right at press time, Representative Peterson introduced a measure in congress which would do away with the restrictions on sugar production in Florida and other U. S. continental areas.

The most outstanding action of the month was taken by directors of the State chamber of commerce in session in West Palm Beach when they called for "immediate and aggressive" assistance from Florida's congressmen and senators for a drive to expand the State's sugar industry with private capital. This resolution, presented by M. M. Frost of Tampa, was adopted without a dissenting vote.

Newspapers of the State, through editorial expression during the month, appear to be in general accord as to lifting the quota on Florida sugar. Most outspoken of these has been the *Tampa Tribune* which says "It has been shown again and again that Florida could put 1,000,000 acres into sugar production and raise a large percentage of the Nation's requirements at a reasonable price if the go-ahead signal was given." Disagreeing with Senator Pepper's stand against a monopoly of the industry by one concern, the *Tribune* says "if the great need is more sugar, we can't readily see where it makes any difference who produces it."

Other newspapers which have taken a leading part

in voicing sentiment against the sugar quota during the month include the *St. Cloud Tribune*, which says "It's foolish to ration sugar in this country when Florida can produce all we can consume with plenty to spare," and the *Bradenton Herald*, which says "We have begged the National government to junk its fool quotas and let our Everglades growers produce all the sugar they care to."

"Lack of sufficient cargo space to transport sugar to Continental United States makes it imperative that Florida's sugar industry be encouraged to its full capacity for the benefit of the entire Nation," said Florida Commissioner of Agriculture Nathan Mayo in a United Press release, adding that it is probable that the present shortage could have been prevented had the Florida sugar industry been permitted to develop. Other State officials have expressed themselves as solidly behind any movement which will help development of the industry in this State and at the same time relieve the National sugar shortage.

While congress fiddles as Rome burns the sugar situation in Florida gets no better. Residents have been asked to report their sugar supplies, rationing has been ordered and the price, despite the "ceiling" supposed to have gone into effect at 29 cents for five pounds, is soaring. This ceiling order stated that any increase of more than one cent on five pounds would be illegal. The day after the order went into effect, the prevailing price in stores was 30 cents for five pounds and on Saturday, February 7, the price was 38 cents for five pounds.

One ray of sunshine is provided by the State's first lady, Mrs. Spessard L. Holland, whose cookie jar is being filled sans sugar. She uses Florida honey and syrup as a very tasty substitute.

A Tough Assignment

IT IS A tough job to condense the story of such a great institution as the University of Florida into a few words and pictures, yet we believe that Frank S. Wright, the university's director of publicity, has given a good account of himself in his article in this issue.

President John J. Tigert will present his outlook for the university in the next issue of *Florida Highways*. The popular and able head of the institution will tell what he hopes can be accomplished there in the way of enlarging and improving facilities for the higher education of Florida youth.

In the State University Florida has a medium of learning far superior to many States and better or equal to all States in the courses offered. Just why more Florida parents do not persuade their sons to finish their study in Gainesville is a mystery which cannot be explained.

Florida Highways hopes to be able to take up the State University, college by college, in future articles to better acquaint our citizens with the advantages it has to offer.



FLORIDA FOURTH ESTATE

Money For Health

A persistent fighter when the occasion for a fight arises, Governor Holland has crossed swords with Dr. Thomas Parran, United States Surgeon General, in an effort to get more Federal money for Florida's health program.

Despite the fact that Florida has an extremely low health rating, the per capita expenditure by the Federal government for health service in Florida is only 23.6 cents as against as much as 39.8 cents in other States.

"They've short-changed us and they propose to continue doing it unless we can change their attitude," Governor Holland said.

Dr. Parran has taken the view that Florida is less entitled to Federal health appropriations than other Southern States because Florida's per capita income is higher and because Florida collects more in local taxation for the support of health agencies.

Governor Holland has countered with the fact that Florida pays more per capita in Federal taxes than any other Southern State.

It seems only fair that the Federal government should invest in health in Florida in proportion to value received if not in proportion to Florida's needs. In view of increasing defense needs, it would seem only sensible that the Federal government spend health money where it is most needed.

While it is true that nearly 30 of the State's 67 counties have been progressive enough to establish health units, the need for health money still is great throughout the State. It is hoped that Dr. Parran eventually will take Governor Holland's view of the matter.—*Lakeland Ledger*.

Or "I Just Couldn't Take It"

Germans have donated 2,250,000 phonograph records to be sent to the soldiers on the Russian front. Most popular tune appears to be "Home, Sweet Home."—*Bradenton Herald*.

More Sugar Silliness

We wonder if the government will keep on paying Florida sugar companies in excess of \$500,000 a year not to produce sugar, now that there is a sugar shortage.—*Sanford Herald*.

In Verdant Florida

Another V for Victory is the V for Vacation which people spend in Florida and conserve the coal they would consume in the north.—*Clermont Press*.

It has taken Japan a century to become civilized and now we have the job of uncivilizing her.—*St. Petersburg Independent*.

Something New

When Spessard Holland was made governor, he brought something new to Tallahassee—the conviction that there was nothing wrong with the State's tax machinery if the politicians would let it work.

There was no extension for automobile tags this year. Property is now being assessed at true valuation. Tax bills are being collected on intangibles as well as tangibles.

Continuation of the policy will soon command the same public respect for State laws as shown by the rush to obtain the United States government's "use" sticker.—*Miami Herald*.

And Live Longer

Carelessness should always be guarded against—and more than ever in such an era as this, in which the serious character of consequences may be multiplied. A car wrecked, lives lost, or injuries sustained, hospitalization, overloading of facilities already taxed beyond capacity, destruction of equipment which cannot be easily replaced—these are some of the consequences, flowing from carelessness. Many more might be cited—such as nerve-strain piled upon nerve-strain. Drive carefully, live carefully, think clearly!—*Times-Union*.

Color Picture

The acres of vegetables in this section, in their varying shades of green, and the golden citrus globes, peeking out from among the leaves on the orange, grapefruit and tangerine trees, make as beautiful and as attractive a picture as eye could wish to see. We in Florida are truly fortunate, but are we as grateful as we should be?—*Palmetto News*.

Florida Finances

Governor Holland tells members of the State chamber of commerce that Florida's finances are vastly improved. One of the main reasons is the leadership which Governor Holland gave the last session of the legislature.—*Sanford Herald*.

Farms In Florida

Well-fed people are generally in better spirits than half-starved ones. There are plenty of idle acres in Hardee County and they are fertile ones, too. Let's put them to work.—*Wauchula Advocate*.

Between a stubborn person and a mule, the difference is only the number of legs.—*Lake Wales Highlander*.

The American Red Cross needs help because of the Japanese double-cross.—*St. Petersburg Independent*.

Or The Crepe

Nazi apologists would have us believe Hitler didn't go to Berchtesgaden to mend his shattered nerves. Maybe he just hurried home to superintend hanging the wallpaper.—*St. Petersburg Times*.

Or Lesser Of Two Evils

In war, nations are color blind. It's a case of "any old port in a storm," and accepting the help of the devil himself if necessary to win.—*Palmetto News*.

Florida's progressive communities continue the promotion of their tourist-appeal, in war times, as in peace times. It's a good idea—and might well be intensified.—*Times-Union*.

"With some people idle gossip goes in one ear and out of the other. With others it goes in both ears and out of the mouth." And how it grows in the passage!—*St. Augustine Record*.

Right now it doesn't make much difference if a youngster can't remember his geography lesson from one day to the next.—*Sarasota Herald-Tribune*.

Florida weather is always perfect. The trouble is we get a bit of out-of-State weather once in a while.—*St. Petersburg Independent*.

Probably one of the questions asked candidates this year will be: "How many defense bonds have you bought?"—*Tampa Tribune*.

One fellow says if this automobile crisis becomes any more acute, we may have to win this war in a walk.—*Sanford Herald*.

Throw away the clocks, advises Jesse Jones in effort to speed the war effort. But not the alarm clocks.—*Bradenton Herald*.

Idle hands may be the devil's instrument and idle words can be Hitler's.—*De Funiak Springs Breeze*.

Hard work may not kill anybody who wants to disprove the theory.—*Bunnell Tribune*.

The best dressed men these days are the ones with service uniforms on.—*Lake City Reporter*.

Credit is a precious thing in the affairs of man.—*Cocoa Tribune*.

"If Sherman lived today what would he call war?"—*Milton Gazette*.

Higher Education at \$100 a Year . . .

By Frank S. Wright

UNIVERSITY of Florida, Gainesville, which enrolled in the 1940-41 session 3,438 students, cites among its advantages, opportunities and services, the following:

It is generally conceded that a graduate of a Florida high school can attend the University of Florida at less expense than students who attend most State universities. It has been the policy of the university to keep down the expense of education. There are no tuition charges, and books and fees cost a student less than \$100 a year.

Not only has it been the policy of the administration to hold to a minimum the cost of a university education but, furthermore, it has sought to render every possible assistance to deserving students, and gives employment wherever possible. Nearly \$100,000 of the annual appropriation is used to pay students who render services which otherwise would cost considerably more than this amount if matured and full-time persons were employed. Thus the university spends wisely and conservatively and at the same time greatly assists needy and deserving students.

Student government has been developed to a high degree at the University of Florida. Upwards of 90 percent of the student body go to the polls and vote in various student elections. The training opportunities offered students in student government are said to be of great benefit in later years as Florida alumni enter public services.

Florida high school graduates find in the University of Florida an unparalleled educational opportunity, and thousands of prominent, successful, influential men among Florida's citizenship today, give full recognition to the university for its part in their development.

The University of Florida is the only institution in the State of Florida where a young man (or a young woman for that matter—there have been two women who received bachelor's degrees in agriculture) can receive training in Florida's diversified agriculture. A majority of the county agents, extension officials, farm leaders of the State, were trained in the university, and are helping make Florida a greater agricultural and citrus State as result of knowledge gained at the University of Florida. Florida's geographical and climatic conditions are such that courses of study in agriculture and citrus at the University of Florida have been developed to meet this situation and are not obtainable elsewhere. No institution in the world can do for future agriculture leaders and workers what the University of Florida is able to do.

It is estimated, and conservatively, that the University of Florida's contributions in agricultural research save the State of Florida \$25,000,000 annually.

High school students can get training in pharmacy in this State only at the University of Florida.

The University of Florida likewise is the only insti-

University Offers Great Program Essential to Training For Defense

In the field of National defense, the University of Florida is truly a great leader in the State. Not only has there been addition to the regular curriculum of many courses vital to defense training, particularly in the fields of engineering, pharmacy, and chemistry, but also the university has reached beyond the limits of the campus. The College of Engineering serves as the administrative institution for the State-wide "Engineering, Science and Management Defense Training" courses, now being offered in seven major Florida cities. These are in cooperation with the State Defense Council and the U. S. Office of Education.

Likewise, the University has a crack R. O. T. C. unit which has received the highest possible rating, that of "Excellent" every year since its installment on the campus in the early twenties. This year, 150 young men will leave the university with commissions in the officers reserve.

With the problems of defense and military preparation foremost, university officials feel that the academic program must, to some extent, be made elastic. For that reason the case of each particular student, when called to service, is being considered carefully. In many cases strict academic rulings will be waived and the undergraduate given credit for his almost completed work, either toward a degree or toward course completion. In every possible way the university is trying to fit itself to the emergency, to do its part for our Nation.

tution which trains students in the field of engineering. A recent survey of all graduates of the College of Engineering shows that less than one percent are unemployed. Students are trained in electrical, mechanical, civil, chemical and industrial engineering. Louisiana and Virginia educators have recently said Florida offers unsurpassed engineering opportunities to its high school graduates.

The College of Law at the University of Florida is one of the outstanding law schools in the United States. Standards of admission are as high as any State or school in the country. The University of Illinois and one of the two State law schools of the University of California, and the University of Florida, have similar admission requirements, and these represent the very highest to be found anywhere. More than 1,000 law trained men—many of them in Florida—owe their preparation for a legal career to the University of Florida.

University of Florida offers exceptionally high grade opportunities in the education of teachers. The P. K. Yonge Laboratory School of the College of Education



Library Building, University of Florida, Gainesville

has been for several years doing a conspicuous work in the development of public school curriculum, and in developing sound and progressive educational techniques. Many of the county school superintendents, supervising principals, as well as hundreds of teachers in Florida schools, received their education at the University of Florida.

Remarkable has been the development of the opportunity for students to acquire business and commercial training, with majors in many varied fields of our present State and National economic life. Starting in 1925-26, the College of Business Administration is today one of the largest colleges in the University. It has graduated in its short history approximately 600 students, the great majority of whom have gone out and are making contributions to Florida's business and commerce.

The School of Architecture and Allied Arts, likewise a comparatively new division of the university, has trained a considerable number of students. A teaching method has been developed in this school which has been complimented by architects and artists in many places. The University's art exhibitions consistently win bountiful State honors.

University of Florida was one of the first institutions in this country to undertake a new approach to specialized education, and inaugurated in the fall of 1935 the General College, which has received widespread commendation. Its advantages appear numerous and it has contributed invaluable in providing a sturdy foundation for specialized fields of study, in addition to establishing a broad base of general knowledge for stu-

dents who do not elect to follow professional or technical fields of study.

The new plan does not lengthen the time a student must take to finish the usual courses. The materials of study are rearranged but the total time a student must now spend for a degree or pre-professional work is approximately the same as under the old system. With superior students the time is actually shortened.

The new plan is not a "soft snap." About the same percentage enter the upper division, but the guidance is better. Students who are not adapted to upper division work are given an Associate of Arts Certificate at the end of two years of acceptable work. And not "kicked out" of school.

Intercollegiate athletics are offered students in six major fields, (football, basketball, baseball, track, boxing, swimming), and in a number of minor fields such as tennis, golf, wrestling, etc.

In addition to the intercollegiate program, the University of Florida has developed over the years a program of intramural program. It offers a variety of 23 competitions to students in three different fields of participation and latest figures indicate that 80 percent of the student body are active participants.

College For Women Retains High Rank

Florida State College for Women, Tallahassee, holds its rank as third largest State woman's college—1,989 students. Texas State College for Women is the largest with 2,414 students. Woman's college of the University of North Carolina, with 2,157 students, is second.

Dade Leads In Traffic Crashes . . .

FLORIDA'S typical accident during December happened in Dade County (Miami). It was a passenger car, in collision with another motor vehicle. No speed violation was involved although the driver was in violation of a traffic law. The driver's condition, apparently, was normal—he had not been drinking and had no physical defects and had been driving 11 or more years, licensed in the State, a male. The accident happened in broad daylight, weather clear, and it was on a Thursday.

This is a fact determined by reports reaching J. J. Gilliam, director of the Department of Public Safety, Division of the Florida Highway Patrol, showing that there were a total of 863 reported accidents, with a total of 72 killed and 534 injured during the month.

During January, according to the preliminary report just issued, there were 81 highway fatalities compared to 76 for the same month last year.

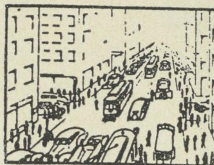
The December report, the first to be broken down into types, causes, violations, driver condition, location, time, etc., in the new system that has been set up by Director Gilliam, is the most comprehensive ever to be issued in the history of the Florida Highway Patrol and constitutes a real key to the promotion of safety on Florida highways. It shows an increase in accidents over any report previously issued because of the fact that the Patrol has been increased in numbers, more miles of highways have been patrolled and a larger number of traffic crashes have been investigated under the 1941 traffic control law.

The typical accident mentioned in the first paragraph of this article was arrived at by taking the highest number in each classification in the December report. For instance, the largest number of accidents happened in Dade County (Miami), the most accidents involved a passenger car in collision with another motor vehicle. Most of them happened in daylight hours, in clear weather and most of them happened on Thursdays.

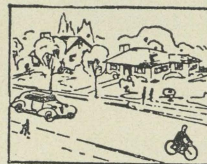
Dade's top position in the list of accidents probably can be credited to the fact that there was more traffic in that county, and in the city of Miami, than in other counties, although this may not be true. Dade had a total of 194 reported accidents, 169 in towns, with five deaths. Hillsborough County was second with a total of 78 reported accidents, 50 of them outside of towns, and three deaths. Orange came third with 66 accidents and one death; Broward fourth with 37 accidents and one death; Palm Beach and Polk fifth with 35 accidents each, Palm Beach with seven deaths and Polk with one; Marion and Volusia sixth with 21 accidents each, with two deaths in Marion. Five counties, Gilchrist, Gulf, Lafayette, Nassau and Union, were on the honor roll with no accidents reported.

Types of accidents during the month were divided into 12 classifications. Collisions of motor vehicle with another motor vehicle accounted for 546, 161 ran off the roadway, 47 hit pedestrians, 26 hit fixed objects, 22

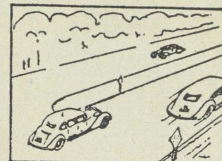
Legal Speed Limits on Highways



Business Area
25 Miles



Residential Area
25 Miles



60 Miles Daytime
50 Miles Night
School Buses
40 Miles

overturned in the roadway, 16 became involved with railroad trains, 12 with an animal, 5 with bicycles, 4 in other non-collision accidents and one with an animal-drawn vehicle, while 23 were involved for miscellaneous causes.

Of the total of 1420 vehicles involved in the December accidents, 1129 were passenger cars, 188 trucks, 26 trucks with trailers, 14 buses, 11 military vehicles, 10 passenger cars with trailers, 9 truck tractors with semi-trailers, 6 motorcycles, 2 passenger cars and house trailers, 2 other combinations, 2 taxicabs, 3 emergency vehicles and 21 not stated. In noting that there were 11 military vehicles involved, the report stated that 60 service men were involved in 58 accidents in which three service men were killed.

Of the 904 violations involved in accidents exceeding the stated speed limit was high with 182. Other violations involved included: Did not have right-of-way, 151; on wrong side of road, not in passing, 151; exceeded safe speed, but not stated limit, 62; disregarded stop sign or signal, 53; failure to give signal, or improper signal, 33; following too closely, 30; disregarded stop and go light, 28; improper parking location, 27; disregarded warning sign or signal, 24; cutting in, 23; improper starting from parked position, 15; other improper passing, 14; cut corner on left turn, 13; turned from wrong lane, 8; disregarded hand signal, 7; wide right turn, 7; failed to turn on lights, 5; other improper turning, 3; disregarded traffic control device, 3; disregarded police officer, 2; failed to use bright headlight, 2; passing on hill, 1; passing on curve, 1; other violations, 59.

As to the condition of drivers in regard to their imbibing in intoxicants, the report shows that of 1385 total drivers involved in crashes examined, 870 had not been drinking and 59 were obviously drunk, 30 had been drinking and their ability was impaired, 35 had been drinking and their ability was unimpaired, 47 had been drinking and their ability to drive was questioned, and the condition of 344 drivers was not stated.

Condition of 506 drivers involved, except drinking, found the following: 372 apparently normal, 34 apparently asleep, 29 wearing glasses, 18 fatigued, 16 blinded by headlights, 5 with defective eyesight, 3 with defective hearing, 2 ill, 2 with other bodily defects and 25 with other handicaps. (Continued on page 19)



Limerock Helps to Win the War . . .

By Hunter Lynde

IN A CONVINCING demonstration of the engineering efficiency for which it has long been famous, the U. S. Navy has established a remarkable speed record in laying approximately 2,000,000 square yards of Florida limerock pavement for runways, landing areas and streets at the Jacksonville Naval Air Station and its two auxiliary fields.

When construction of the great naval air station was started speed was a matter of urgent moment. The Jacksonville station is one of the three largest pilot training centers operated by the Navy and its place in the National defense plan was an extremely important one.

With a vast job to do and no time to lose, the Navy was confronted with a thousand construction problems calling for maximum speed while maintaining the highest standard of quality and workmanship. The question of runways and landing areas was only one of these problems but, by its nature, one of the most basically important ones.

Limerock was chosen for the landing areas and street pavements because of its unique qualities of adaptability, permanence and ease of con- (Continued on page 20)

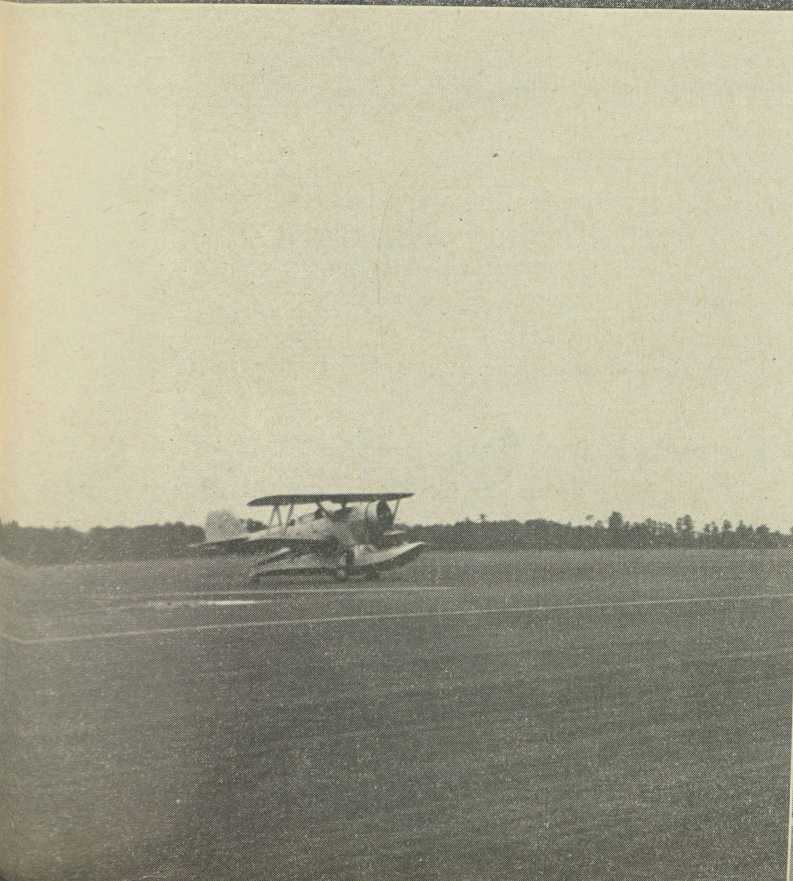
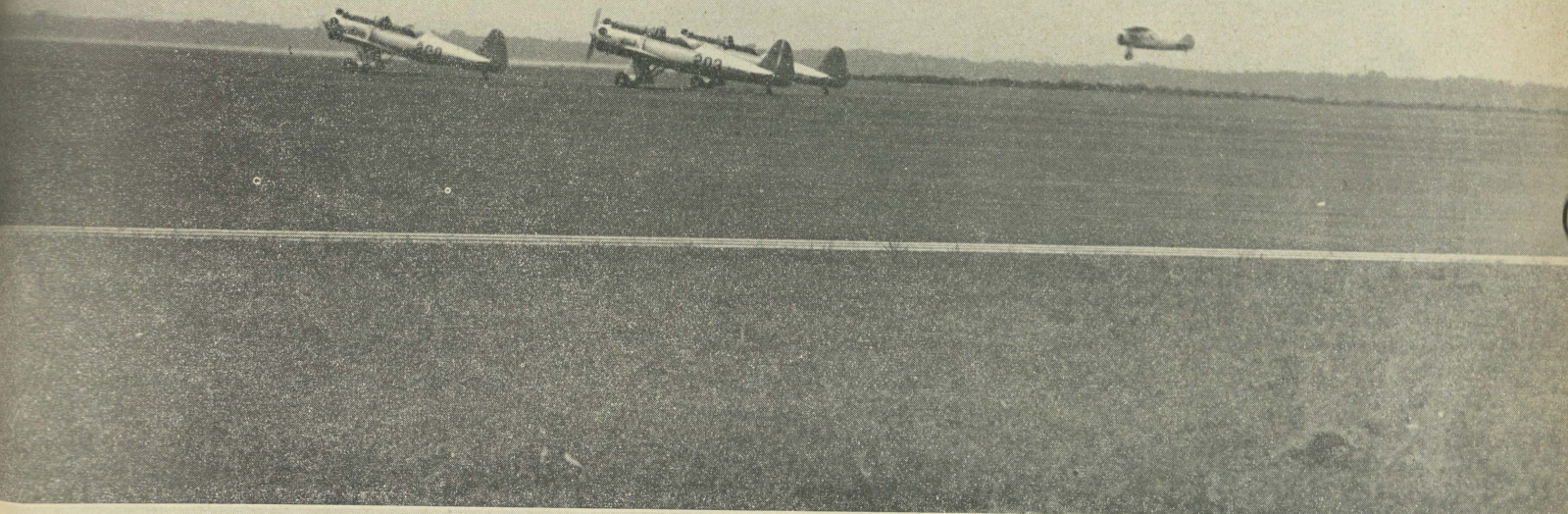
Navy training plane taking off on the broad expanse of limerock landing mat at the U. S. Naval Air Station, Jacksonville, is shown at the top of this page. The plume of smoke in the right central background is from the smoke pit that tells cadets the direction of the wind. It is considered more reliable and sensitive than the conventional wind-sock.

Miles of limerock base streets were included in the vast limerock projects at the U. S. Naval Air Station, Jacksonville, shown in inset, top of opposite page. If kept properly surfaced these streets will last forever because the limerock base will never deteriorate.

A group of Ryan primary trainers in take-off position on the limerock landing mat at the U. S. Naval Training Station, Jacksonville, at the start of a formation training flight, is shown at top of opposite page.

The smooth, resilient surface of the vast limerock landing mat at the U. S. Naval Air Station, Jacksonville is ideal for all types of planes, including wheel-equipped seaplanes. (Left, bottom, opposite page.) Here is a Coast Guard amphibian landing on the limerock mat after a flight.

Traffic controlman waving in a trainer that has just landed on the tremendous limerock landing mat at the U. S. Naval Air Station, Jacksonville, right bottom, opposite page.



Roadside Signs Must Go by April 1 . . .

PROVISIONS of the law regulating outdoor advertising enacted by the 1941 legislature must be complied with in full by April 1, according to a statement issued by Chairman Thomas A. Johnson of the State Road Department, designated in the act as administrator of the law.

Failure of outdoor advertisers to comply will result in authorizing State Road Department employees to proceed with removing advertisements, the statement, which could be interpreted as a warning, continues, declaring that there will be no further delay in the enforcement of the law.

The Johnson statement follows:

"A law enacted by the 1941 legislature 'To Regulate Outdoor Advertising Outside of the Corporate Limits of Cities and Incorporated Towns in Sight of Public Highways,' provided that it should become effective last September 23. This law was sponsored by various civic organizations for the purpose of making the highways more safe for traffic and the roadsides more attractive.

"The responsibility for administering and enforcing this law was placed on the chairman and employees of the State Road Department. Delay in enforcing it was due primarily to the necessity for obtaining a decision of the Supreme Court of Florida in suits which questioned its constitutionality. The court, on December 19, determined the law to be constitutional, and those who initiated the litigation are now engaged in complying wholeheartedly with its provisions.

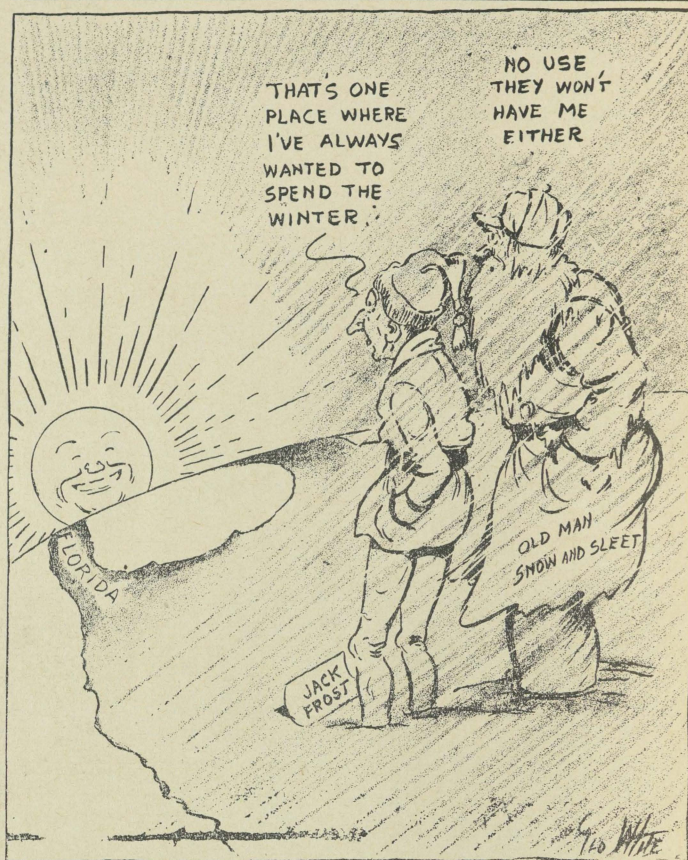
"It is not the desire of those of us who are charged with the responsibility of administering and enforcing this law to impose hardships on those affected by its provisions; yet, it is our duty to fairly and impartially administer and enforce them.

"After giving careful consideration to existing economic and other conditions it has been determined: (1) that this law must be complied with in full before April 1; (2) that failure to comply with it will justify authorizing employees of the State Road Department to proceed with removing all advertisements, advertising signs and billboards not maintained, as required by the law, after that date; and, (3) that further delay, beyond April 1, in enforcing the law should not be anticipated by any person.

"Those who maintain advertisements, advertising signs or billboards at locations prohibited by this law should promptly remove and store or salvage them; or, promptly move them to locations not prohibited and obtain permits to maintain them, both as required by the law. I advise all persons to begin doing one or the other immediately. A large number of owners of signs and billboards have already complied with this law and it is now necessary that all others do the same or be penalized.

"Each person engaged in 'the business of outdoor advertising' in this State, as defined in this law, should obtain a license immediately or be subject to a penalty,

Not A Chance



—George White in Tampa Tribune.

for it is not intended that persons engaged in that business shall have until April 1 to obtain a license. They will, however, have until April 1 to comply with all other provisions of the law.

"Employees of the department report that since October 1 more than 20,000 commercial advertising signs have been removed from the highways rights-of-way and that all other such signs on rights-of-way are to be removed in the near future."

Subscription Price Advances to \$2.00

Due to mounting costs of book papers and labor, the subscription price of *Florida Highways* will be advanced to \$2.00 for yearly subscriptions, 25 cents for single copies, beginning March 1, 1942. Subscriptions received before that date will be accepted at the present rate.

Florida Road Detour Map

The official detour bulletin map carried in center of this magazine is to be snapped out and folded down to pocket size. This will be a regular monthly service to readers of the magazine and 25,000 additional maps will be mailed monthly to travel agencies, tourist bureaus and inquirers interested in the State.

His Highness, Mr. Pompano . . .

By Skipper

DID YOU ever hold to a long rope, at the other end of which was fastened a frightened calf as he struggled for freedom?

Whether you have or not, a similar experience is that of gripping a small surf-casting rod and having a four- or five-pound pompano, one of the Gulf water's gamest small fish, match wits and speed with your own maneuvers.

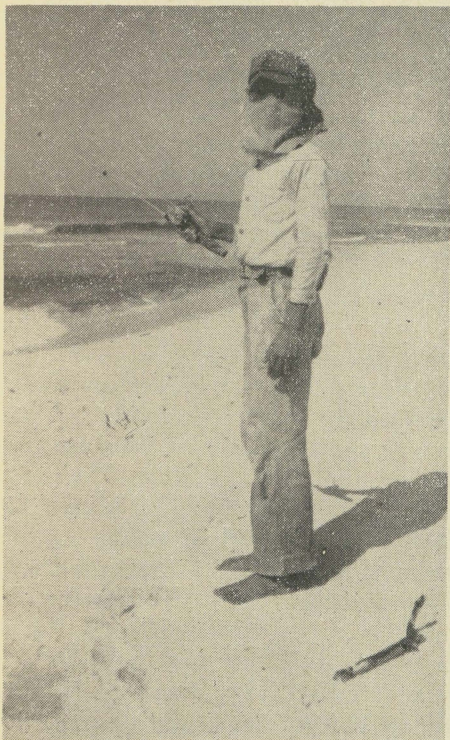
We read often of the shiny rainbow and mountain trout—of their desperate lunges after a wading angler has lured one to his dancing fly. It impresses us.

Much have we heard of the fierce salmon of the northwest streams, and certainly we've experienced the vicious tug of Florida's large black bass.

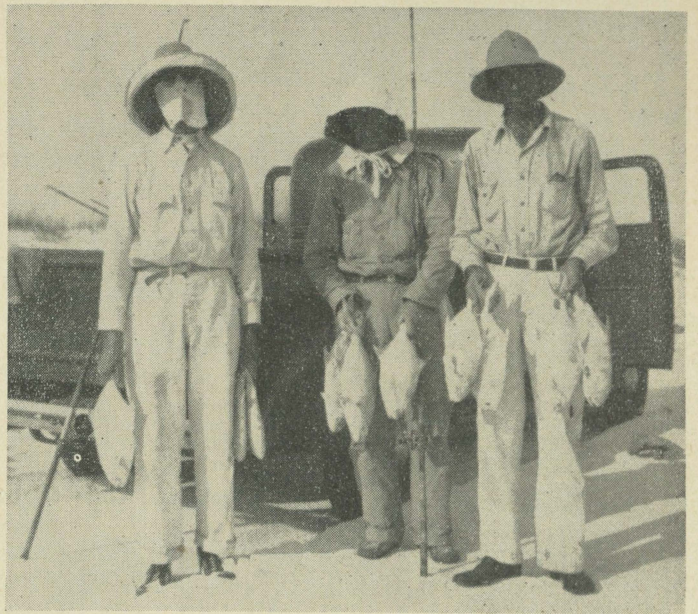
But for we sportsmen who fish the coast of the Gulf of Mexico, the thrill of fighting the beautiful bluish-white pompano is hard to equal.

It is true that we have only several months of the year for this type of sport but even that short period goes a long way. Spring and the summer months bring the pompano from far southern waters to the shores of the half circle made up from the southwest tip of Florida around the northern gulf to Mexico.

Not only does one have a real scrap on his hands when landing the fish, but if his battle is successful, he is in possession of one of the most delicious eating members of the piscatorial family. Our northern restaurants ask enormous prices for serving of pompano, which, we believe, is best when broiled. Even in the Gulf States' coastal area during "pompano season,"



Here's a pompano fisherman going after some real sport with a fresh-water casting rod and light line. He's protected his eyes with a pair of dark glasses and his face with a handkerchief, but heaven help him if he gets that thumb on the line while a pompano is heading for deep water. Pompano are taken from sloughs in the surf, right where the sand fleas play where the waves break. Sometimes, according to Theo Staff, of the Gulf-view at Fort Walton, they'll come close to coming out of the water on to the beach to take the flea.



These are not men from Mars, as might be believed from a glance at their fantastic get-up. They are pompano fishermen displaying ten beauties taken from the surf of northwest Florida's Gulf Coast near Fort Walton. The sun's glare there during March and April (the pompano season) demands that one take measures to protect the eyes and exposed skin. These fish will average a couple of pounds each (mostly dynamite) and, aside from furnishing the sportiest kind of fishing, are the best of food when broiled. A light surf rod is required but, if you want a real battle, use a casting rod. Skipper's article will tell how it is done.

many types of beefsteak are cheaper per pound than this fine fish.

While we've never caught them there, it is said that pompano may be caught along the southeast coast of Florida during the late winter months. This seems logical, because the fish appear to make a tour along the Florida coast, coming to the Gulf of Mexico shoreline from Port St. Joe on to Pensacola in the spring.

During the last seven years the sport of pompano fishing has grown enormously. For years a few natives have caught the fish. Finally, newcomers learned the art, and that's what it is, an art. Today, hundreds of business men from important southern centers have friends living on the Gulf coast who let them know when the pompano are "running." Then they come running, themselves.

So far as we know, no artificial lure has been devised that will attract a pompano—but the remainder of tackle necessary almost essentially should be factory made.

The most successful bait is what is known as the "sandflea," related to the crab family, so very nearly matching sandcrabs. It is much smaller, however, hardly ever being found more than an inch and a half long. Their thin shells, forming a top covering, are rounded like a small terrapin. (Continued on page 22)

Foresight Completes Overseas Highway . .

By Harry H. Hector

Member (Miami) State Road Department

HENRY M. FLAGLER conceived the idea of extending the Florida East Coast Railroad overseas to Key West and accomplished it by building concrete bridges connecting the various keys at a cost of many millions of dollars. Later, on abandonment of the railroad from Homestead to Key West because of the 1935 hurricane, this right-of-way and improvements were sold to a public agency created by the legislature to build a highway from the mainland to Key West. In order to finance a portion of this work consisting of 40 miles in the middle section of the Florida Keys archipelago, this local authority bonded for \$3,600,000.00 and supported this bond issue with tolls to be charged for the use of the road. However, this did not complete the necessary improvements and many miles of wooden bridges and poorly paved highway above and below the middle section still exist on the route. For a number of years prior to the administration of Governor Holland this problem had been reviewed in an attempt to get finances to complete the project and it was regarded by Governor Holland as one of the major problems of his administration.

When clouds of war descended on Florida the importance of this overseas road to the National defense became impressed on those having responsibility in the matter, and since it was apparent that additional financing from bond issues would require additional tolls, it was hoped that assistance from the Federal government as a military necessity would ensue which, coupled with State funds would make it possible to complete the highway without bonding and without increasing the tolls.

When the president of the United States vetoed the first Defense Highway Act, the Congress attempted to override his veto. With careful consideration of the particular responsibilities of Florida by reason of its location and strategic importance in the National defense Governor Holland requested the chairman of the State Road Department, Thomas A. Johnson, to go to Washington and urge the Florida delegation to support the president's veto, feeling that by this method the merits of our particular defense roads needs situation could be reviewed by the president in order that needed funds could be provided from this act.

The Florida house delegation, after full consideration of the matter, voted unanimously to support the president, and the effort to defeat the president failed by one vote. This was the conclusive vote as the Senate had previously overridden the president. On the return of Mr. Johnson and during the long period of uncertainty during the preparation of the second Defense Highway Act, many of those interested in this project felt that the cause was hopeless and considerable investigation was made of the possibility of again seeking financial assistance through the issuance of more bonds. Con-

Mr. Harry H. Hector was appointed to the board of the State Road Department by Governor Spessard L. Holland to represent the Fourth Division of which the route of the Overseas Highway is a part. Mr. Hector is a member of many public and civic organizations in the Miami area but has given the financing of the Overseas Highway considerable time and effort. He has offered his resignation to the governor for the reason that other important duties require more of his time. The people of Florida appreciate the public service of Harry H. Hector.

siderable pressure was placed on the State Road Department to underwrite this proposed new bond issue in order that the additional bonds could be sold which, under such condition, would have become a primary obligation of the entire State of Florida.

The firm belief on the part of the administration officials of the State that the importance of this road to the Federal government transcended its importance to the people of Florida and that if patience were exerted, it would finally be accepted on that basis. The time arrived when the State Road Department, jointly with Monroe County, agreed to furnish out of their State and county funds a total of \$800,000.00.

The State Road Department further agreed to allocate \$112,500.00 regular Federal-aid funds, plus its entire portion of funds amounting to \$357,000.00 which it received from the Federal government from the Second Defense Highway Act (which was given the president's approval because the new act provided appropriations for defense roads as actually needed and not merely increased Federal aid to the States on a pro-rata basis as in the case of the vetoed bill) to be spent on the strategic defense network roads in the State, making a joint contribution of State, county and earmarked funds of \$1,270,000.00.

This was on condition that the balance needed to complete the project in its entirety, approximately \$2,100,000.00, would be given to the State by the Federal government from the \$25,000,000.00 strategic network funds under the Defense Act of 1942 which was to be allocated by the administrator of the Federal Public Works strictly on the basis of merit for the National defense.

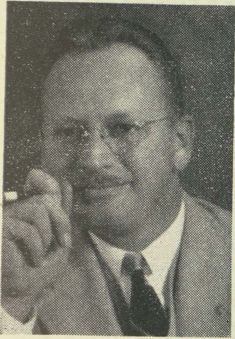
This plan has been accepted by the Federal administrator and the road department has been requested to furnish plans for immediate construction of the entire project. Thus a new era begins on the Florida Keys, no less important than the occasion when Henry M. Flagler built the overseas railroad into Key West. The military importance of this road is regarded by the army and navy as most urgent and the benefit to the people of Key West and vicinity is no less important.

It should be remembered that this long and difficult problem has been solved with the untiring efforts of the Overseas Road and Toll Bridge district authorities of Monroe County, of which (Continued on page 26)

WRUF, The Voice of Florida . . .

By Garland Powell

IN 1927 when the Florida legislature decided to complete radio station WRUF, they little realized at that time the great number of services a radio station could render to the public. From the records obtainable it



Powell

is clearly shown that the station was built for so-called educational purposes; it was placed at the University of Florida because of the electrical engineering college being located there.

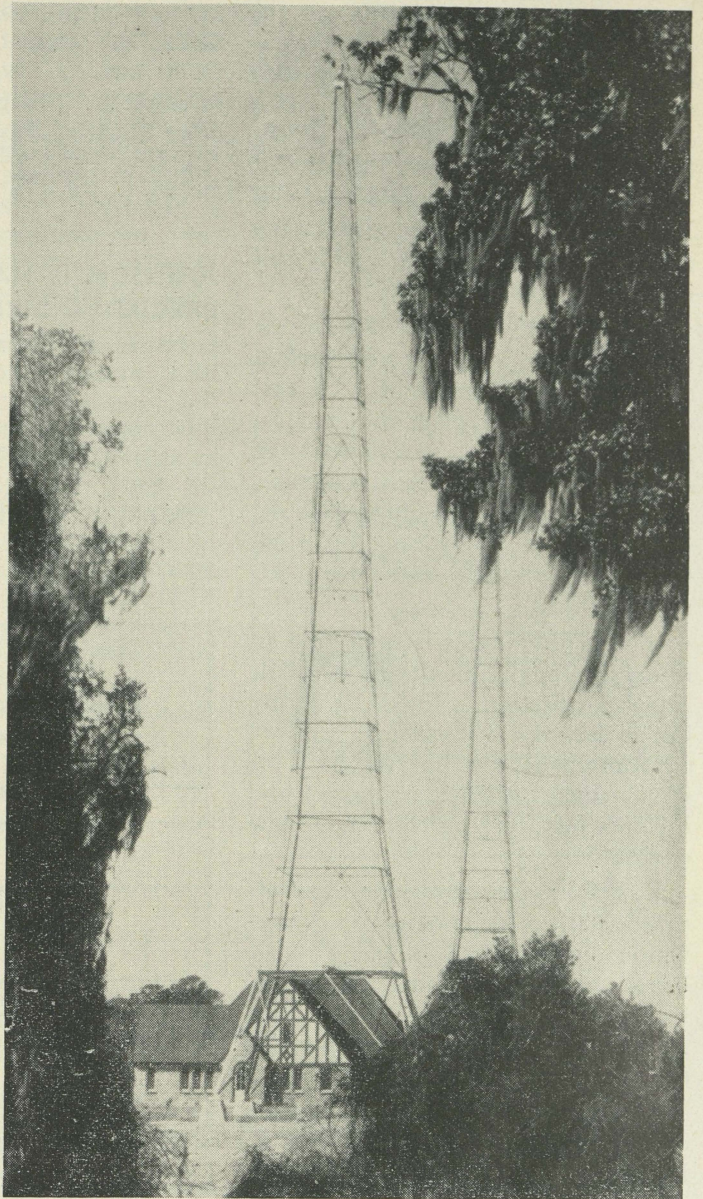
From the very beginning, WRUF has had a continuous fight for its existence, first from one source and then another. Many people have tried to get it away from the State. Obviously there are many reasons for this, and obviously the keen judgment

of those who control the destiny of the station have adopted and pursued a wise course. State and University of Florida Radio Station WRUF renders more public service than it would be possible for a privately owned or purely commercial station to do.

If the State of Florida should purchase time over radio station WRUF at their commercial rates for the public service programs put on by the station, they would pay out annually between one hundred thousand and one hundred fifty thousand dollars. It is perfectly simple to see that a commercial station could not do this and make a profit. Let us then pursue further the many services rendered to the people by radio station WRUF.

Florida, being an agricultural State primarily and likewise a semi-tropical State, has different growing conditions than any other State in the Union. There are only certain things that can be grown in Florida. The College of Agriculture, the Agricultural Extension Division and Service, are working continuously day and night to aid and assist the farmer and his family. It became apparent in 1930 to the director of WRUF that one of the great services that the station could render would be the inauguration of the Florida Farm Hour, built entirely for the Florida farmers and growers.

It was true that very few farmers and growers had radios at that time but the numbers have rapidly increased until today there is hardly a farmhouse without one. The Florida Farm Hour, which comes every weekday at 12:00 noon to 1:00 p. m., EST, has been the means of saving the Florida farmers and growers vast sums of money. WRUF is the clearing house of this broadcast. The station has paid for itself many hundreds of times on this one public service alone. Many people have questioned the advisability of carrying the Florida Farm Hour at that time. The time of day was not arbitrarily picked, but a survey was made among



WRUF, State and University radio station located at Gainesville, has had its ups and downs as is the case with any institution which cannot directly point to its financial benefits to the State. Director Garland Powell, in his article herewith, tells of some of these difficulties and gives a very good account of the value of the station, shown above, to the progress of Florida and the development of its agricultural resources. Weather forecasts made over the station are said to have saved Florida farmers millions. One farmer recently made the statement that a single warning made over WRUF saved him \$15,000. Read Director Powell's article to familiarize yourself with one of the State's activities.

the growers and farmers, and the vast majority decided upon that hour. Many commercial concerns have tried to buy the Florida Farm Hour, but it is not for sale. It is a distinct service that WRUF, through the College of Agriculture, renders to the rural people of our State.

This likewise brings us to (Continued on page 27)

FLORIDA WPA WRITERS' PROJECT LINKS UP WITH NATIONAL DEFENSE

The urgent requirements of the State Defense Council and various Federal and State agencies for data on Florida's resources available on an emergency basis has resulted in the Florida WPA Writers' Project, of which Dr. Carita Doggett Corse of Jacksonville, is State supervisor, being designated to compile and supply this immediate need.

A series of educational news articles has been prepared for various committees of the State Defense Council. They explain the need for civilian registration for defense, in raid precautions, nutrition programs, and blood banks. Booklets are being edited on recreation, nutrition, fire prevention, and consumers' interests.

The U. S. Navy has sponsored a historical booklet on the Jacksonville Naval Air Station. The U. S. Army has requested informational services, including handbooks on recreation for service men, defense resources, and information for visitors and new residents.

The State Department of Agriculture has asked for booklets on conservation, cotton, corn, home gardens, better pastures, canning, and chemotherapy. Copies of these will be submitted to the State Defense Council's committee on agriculture.

Cooperating in the Nation-wide effort to wipe out illiteracy, the State Department of Education is sponsoring a series of readers for use by adult classes and foreign-born citizens, as well as democracy readers for supplemental use in Florida public schools on such subjects as Federal, State and local government, and citizens' duties in defense.

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Another State agency, the Florida State Board of Health, is sponsoring a series of health pamphlets for distribution throughout the State on such pertinent subjects as the recognition and care of patients suffering from malaria, syphilis, gonorrhea, hookworm, pellagra, typhoid, and other diseases; also a "Florida Health Almanac," and a "History of Public Health in Florida."

JOHNSON IS NAMED EXECUTIVE DIRECTOR

Henry P. Johnson, Tampa, has been named executive director of the Florida Council of the Blind. The council, appointed recently by Governor Holland, cooperates with the State Welfare Board.

Members of the council include D. R. Mathews, Gainesville, chairman, W. Keith Phillips, Miami;

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DADE LEADS IN TRAFFIC

(Continued from page 11)

Of the miscellaneous actions of motorists in accidents the report shows: 93 were overtaking other vehicles, 49 were attempting to avoid other vehicles, 46 skidded, 6 were hit-and-run violators not apprehended, 5 were hit-and-run violators apprehended, 4 were attempting to avoid a pedestrian and 2 were attempting to avoid an object.

Strange to say, the majority of the accidents reported involved drivers with 11 or more years experience. Drivers of such experience were in 677 of the 1385 accidents reported under this classification. Other experience groups and the number of accidents in which they were involved were: 6-10 years, 289; 1-5 years, 192; learning under instruction, 6; less than three months, 1; 3-6 months, 4; 6-12

months, 4; not stated, 212.

Of the 1385 accident-involved drivers 1046 were licensed in the State, 155 licensed in other States, 29 residents had no license, 5 non-residents had no license and 150 were unstated.

The saying is that it is darkest just before dawn is disproven by the report as to light conditions in the 863 accidents reported in which light conditions were given as a factor. Daylight accounted for 349, darkness on an unlighted highway for 266, darkness on a lighted highway for 122, dusk for 38, dawn for 23, 21 in darkness with lighting not stated and 44 unstated.

As to weather, it appears that clearness is no help to safety although it must be admitted that in Florida there is more of it and, consequently, more driving under that condition. Of the 863 accidents in which the weather was noted 505 happened when it was clear, 118 while it was raining, 109 when it was cloudy, 51 in a fog and 80 under unstated conditions.

Thursday led the day of the week for accidents with 146. Saturday was second with 129, Sunday third with 125. Wednesday had 123, Monday 112, Tuesday 109 and Friday 102.

KNOW FLORIDA ANSWERS

1. Andrew Jackson.
2. The indigo or gopher snake reaches a maximum length of 12 feet.
3. Al Gordon of Fort Lauderdale who trained Katherine Rawls.
4. The Kissimmee River empties into Lake Okeechobee.
5. William Jennings Bryan (Miami).
6. Osceola, whose real name was Powell, was so called by white people of his time.
7. The Dry Tortugas.
8. Tampa, during the Spanish-American War.
9. Jai Ali, played in Miami, draws players from Cuba and other Spanish-speaking countries.
10. Caloosas, for whom the Caloosahatchee River is named.
11. Weekawachee Springs, near Brooksville, with a temperature of about 78 degrees.
12. Atlanta and St. Andrews Bay Line, running between Dethan, Ala., and Panama City.

■ We appreciate the State Road Department in Washington County and extend congratulations to the Administration for the fine work being done throughout the State of Florida in behalf of Better Roads.

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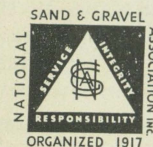
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LIMEROCK HELPS TO WIN

(Continued from page 12)

struction in any kind of weather, according to L. B. Thrasher, engineer-director of the Limerock Association of Florida.

The first limerock pavement was for the four original runways at the main station. Each is 300 feet wide and one mile long, the equivalent of about 13½ miles of standard Florida State highway, 22 feet wide. Specifications called for a six-inch limerock foundation, triple surface treated using slag.

Authority for this project was issued early in July 1940. However, as a preliminary to paving it was necessary to clear and grub 600 acres of swamp and woodland and to handle 800,000 cubic yards of grading and draining.

Results were so satisfactory that three additional limerock paving projects were ordered. These included paving the central area between the original runways at the landing mats at the two big auxiliary fields, Benjamin Lee at Green

Train the mind to mind the train and remember that anytime may be traintime at the grade crossing.—*Ohio Traffic Safety.*

GATES ALONE STOP 'EM AT CROSSINGS

It was recently disclosed by the Public Roads Administration that the hazard rating for a particular crossing is modified by the type of warning signal protections and the volume of traffic—both vehicular and train. Other factors such as time of day, number of tracks, angle of intersection, etc., affect the hazard rating only to a small extent.

It was found that bells are 50 percent more effective than signs alone and that flashing lights are five times as effective as signs. Of all types of protection, it was found that automatic gates are most effective, being 17 times as effective as sign warnings.

Cove Springs, and Cecil Field, ten miles west of the main station.

Paving of the main station's central landing mat began on April 9, 1941, and was completed at a blazing pace in 12 working days of 20 hours each. The paving crews worked all night but only part of the day in order to permit pilot training to proceed during the daylight hours. The landing area was turned over to the Navy ready for use on April 20.

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In laying this pavement an average of 150 60-ton cars of limerock were used every day. The average speed maintained was 1,654 square yards per hour. Benjamin Lee Field was paved at a comparable rate.

This looked like a difficult record to beat but when work began on

Cecil Field the paving crews took full advantage of their experience on the previous projects and really went to town.

The Cecil Field landing mat is so contoured that water drains off in all directions. Like the other landing areas it is constructed with a six-inch limerock foundation, triple surface treated.

Approximately 379,080 square yards of pavement were required to build this huge landing mat. This is the equivalent of 30 miles of standard 22-foot highway. Yet the contractors finished it in 23 working days of eight hours each. The average speed maintained was 2,108 square yards per hour with a maximum of 3,199 square yards per hour. An average of 90 60-ton cars of limerock were unloaded each 8-hour day to supply the crews.

Mr. Thrasher, who was formerly a division engineer of the Florida State Road Department, cited Cecil Field as an outstanding example of the Navy's efficiency. The site was acquired as wooded tract last May.

In less than eight months thereafter the Navy had transformed it into a

FLORIDA HIGHEST IN TRAVEL PER VEHICLE

Average annual travel per car is higher in Florida than in any other State according to findings of road use surveys recently conducted throughout the Nation. Motor vehicle operators in Florida travel an average of approximately 9,800 miles annually as compared with 7,800 miles annually that is averaged throughout the Nation.

Second highest travel was performed in Louisiana, and Illinois, New York and Michigan followed, respectively. It was found that the motor vehicle operators of South Dakota use their cars least. Operators in South Dakota average slightly less than 6,000 miles per year, which figure is approximately 1,800 miles annually less than the average for the Nation, and approximately 3,800 miles a year less than the average for Florida.

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complete and fully equipped airfield, having not only a paved landing mat but also hangars, administrative buildings, officers' and enlisted men's quarters and a number of other buildings.

"The rapidity with which the Navy has been able to bring the air station establishment into operation gives impressive evidence of the excellence of the Naval organization and the technical knowledge and skill of its officers," says Mr. Thrasher.

"The Navy's choice of limerock for the runways and landing areas has been fully justified by the results obtained. The speed attained in laying the limerock pavements was an extraordinary demonstration of the adaptability of our native Florida paving material," asserts Mr. Thrasher.

The Limerock Association's engineer-director pays admiring tribute to Commander Carl H. Cotter, the station's first public works officer, and his successor, Lt.-Commander R. H. Meade, who supervised the limerock paving projects.

The landing area construction work was done by an association of three southeastern contractors working under the direction of the Navy's public works department.

The Jacksonville station is located at Black Point on the west bank of the St. Johns River about eight miles south of Jacksonville. It occupies the site of Old Camp John-

son which has been enlarged to 3,260 acres. In addition to being a pilot training center it possesses the Navy's largest trade schools, where thousands of young men are being trained to service the increasing number of Navy planes.

Lee Field is 20 miles south of the main field on a tract of 1,060 acres. Cecil Field contains 2,700 acres. Both of these auxiliary fields have administrative, living and recreational accommodations. The Navy has 19 other outlying fields within 30 miles of Jacksonville which do not have such facilities.

HIS HIGHNESS

(Continued from page 15)

or a half of a big pecan. Their many legs propel them with speed. We have heard of this fighting little fish occasionally snatching a piece of shrimp bait but this is infrequent. The small live "sandflea" appears to be their choice morsel. The "flea" is a grayish-white, making it difficult to see on the sand.

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This type of bait is not hard to get if one knows how. At certain spots along the sandy beaches of the Gulf coast area they are found. One must watch as the waves wash the beach, then recede. Then may the small crabs be seen, hurriedly burrowing into the sand. If one is quick, he may quickly dig out several after each wave. The chief problem to one just taking up pompano fishing is to locate spots where "fleas" are numerous. There are no set rules or signs to follow. One must just walk along the beach and keep keen eyes on the watery sands and watch for the tiny baits immediately after the waves roll back into the Gulf.

We usually take a small truck on the beach, equipped with very large balloon tires, because of deep sand. After securing a large supply of "fleas," each is ready for his pompano "station."

Anywhere from a few hundred yards to a half mile apart, members of our party are stationed to commence fishing. These so-called "stations" are chosen because of condition of the water in the immediate vicinity. While pompano can be caught in breaking waves, best fishing is obtained in occasional quiet pools caused by sandbars 50 or 100 yards offshore.

Now we have reached the place where we expect to sit patiently for several hours and hope for a pair of pompano to come by. (And they do generally travel in twos—why, we don't know!) One must be very patient. It may be hours before our victims come, and it may be but a few minutes.

Pompano fishing is a waiting game, and one has plenty of time, usually under a broiling sun, to sit and meditate.

The pompano fisherman soon learns that clothes and headwear are

very important. A large straw hat, flexible, which may allow its brim to be turned down on the sides is best. This southern sun beats down mercilessly. An angler will often sunburn through a thin shirt. Darkened glasses aid in protecting the eyes from the brilliant glare on the sand.

Any of the widely advertised surf-casting rods may be used, preferably the smaller size, while a medium surf-casting reel of the popular Pfeuger, Shakespeare or South Bend is very suitable to complete the pompano reel and rod combination. One can find much fun if he tries a regu-

lation fresh-water casting outfit, although he may lose many fish until he learns to match wits with them.

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Regardless of the size of outfit used, a white line is essential. The pompano scans everything carefully as he approaches a prospective meal and a black line will cause him to quickly scamper far away. So a white line it is.

Use of a gut leader 18 to 24 inches long is important. After being

soaked in the water a few minutes. this renders any perceptible connection with the live bait practically impossible.

The sinker, of lead, should weigh not less than three ounces. In the Gulf coast area a sinker is sold, called a "pompano sinker" because of its peculiar make. It is about a half inch thick, flat and rounded at each end like an egg. On either side are welts, designed to prevent dragging in the sand when the tide is too swift.

This necessary weight is fastened on the line just above the gut leader.

Dull nicked hooks are the best according to results of our fishing forays. With a regular shank, a nicked hook, either a 2/0 or 3/0 size is most suitable. The larger, we believe, is more practical, as it enables better fastening through the shell of the "sandflea" bait.

Keeping the small "flea" on the hook is a job. It must be placed on this bait very securely but in order to do so the shell is often broken badly, killing the "flea." This baiting business requires a lot of practice. There are several ways to put the little crab on the hook but the most acceptable is that of forcing the point of the hook into the shell near the rear end of the bait. After the barb is through, the "flea" is slipped up a little so that it is resting in the curve of the hook with its front pointed outward from the bottom. As the bait swims in the water, his movements are then nat-

ural and less likely to frighten the cautious pompano in his approach.

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We are then ready to cast into our little pool of water, which is calm in comparison to that along the shoreline not sheltered by a small sandbar. Our cast must be with care that we might not hurl the delicate bait from the hook.

Our lure lands in the middle of the pool and sinks about 15 feet offshore. We seat ourselves in the sand far back from the water's edge, and, if we are lucky enough to have an umbrella, we recline in ease and await results.

We may wait an hour. It may be less. Our bait may become lifeless and we haul in and put on another. It is imperative that we keep a live "flea" dangling in the clear water.

Finally there is the slightest suggestion of a tug. We await breathlessly. It's there again! Then there is a violent jerk.

The war is on!

And it is a small battle. Realizing that he is finally a sucker, the brave little fish launches into a brilliant struggle for its existence. Never relaxing an instant, it starts toward deeper water. The line burns your thumb as it spins off the reel.

Mr. Pompano calls on the best resources of his tiny wits. The fish churns and starts one way or the other along the shoreline. That's to cause slack in your line for a split second. If the pompano isn't hooked securely—it's goodbye forever, because he'll get away and leave these parts until next year!

But if that hook sets right and you work your reel adroitly, keeping the tip of your rod pointed skyward, you may lay down your own peace terms—meaning a nice piece of broiled pompano for your dinner. As the fish lunges right and left after a spirited dash Gulfward, you quickly reel on your line and play ball. There's your pompano fishing sport.

You must tire your victim and be careful not to lose him while you're at it. One must not be dragged in too quickly. Remember, he's fresh and when he feels sand scraping underneath, he'll fight more than ever for his liberty. The fish can be tired best while he's swimming.

When the dashes become shorter, you'll know it's time to work your catch shoreward. One does this cautiously because the pompano is very crafty. He's not kin to the 'possum, but will try that animal's tricks and make a sudden spurt just when you think he's all fagged out.

If the fight is won—and it lasts quite a few minutes, your pompano

will still squirm when splashed into shallow water. That's when you may compare the feeling to that of having a frightened calf at the

other end of a piece of rope.

You're tired already but what do you have? Just a small but beautiful fish shaped much like a

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large leaf. He may weigh just two or three pounds but during the fight to land him he seemed like several explosions of dynamite!

We reiterate that the trout of mountain streams, salmon of the foaming rivers and bass of Florida waters offer splendid sport but pompano fishing, becoming better known

each year, will in time take a prominent niche in the life of all anglers who can find time to pursue it.

FORESIGHT COMPLETES

(Continued from page 16)

Robert Pentland, Jr., of Miami, is a member. That B. M. Duncan, manager, has made constant effort in this work. Julius F. Stone, Jr., of Key West, is now the local legal advisor of the authority and county attorney for Monroe County and was first made aware of this problem when he was administrator of the FERA. T. M. Shackelford, Jr., of Tampa, attorney for the State Road Department, has been of great value in the preparation of this program, having made numerous visits to Washington with other interested parties. To make this program a realization, the office of the Public Roads Administration, through R. B. Smith, Charles D. Snead and Thomas H. MacDonald, has worked tirelessly for the solution and all of these departments should be congratulated on the result.

To those who might have a touch of romance in the blood, we strongly recommend a trip over this project when completed which would provide an opportunity to see tropical waters and pirates coves and historical Key West. Possibly the ghostly shades of Spanish buccaneers who have long passed away will be filled with wonder at this record disturbance of their former happy hunting grounds, which can then be viewed without additional tolls.

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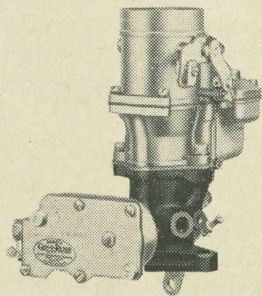
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WRUF, THE VOICE OF FLORIDA

(Continued from page 17)

another public service, and that is the weather report. Thousands of dollars have been saved to the growers through the forecasts of the Lakeland branch of the Weather Bureau. These forecasts of any dangerous weather conditions, such as frost or freezing, are put on hourly in order to reach the farmers and growers, so that they in turn can protect their crops. A grower told the director of this station that just one forecast had saved him \$15,000. This was just one instance. There are many others.

During the Cedar Keys blow, WRUF sent a truck with a short-wave transmitter into that area at the beginning of the storm. For three days these men were the means of the only communication Cedar Keys had with the outside world. It was the means of sending and receiving valuable information on their needs, and giving aid and assistance. At the height of the storm, when all electricity was off and the wires were down, a young boy received a bad leg injury, and the truck was used as an operating room to generate electricity to produce the light that was necessary for the doctors to amputate this young man's leg. All of this was considered a part of WRUF's service.

Oftentimes listeners are surprised to hear spoken over the air a language strange to them. In most in-

stances it is Greek, and these Greek announcements are very important to the sponge fleet operating in the

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Gulf of Mexico. These reports consist of storm warnings and other valuable information, and is another of the station's public services.

Public service in the strict meaning of the words is service to the people in the area of coverage. Many important messages by the governor and other State officials are brought directly to the people through the medium of the radio. The same applies to prominent and outstanding men, educators, scientists, health officials, and all who have at heart the interests of a better informed population, which of course means a more intelligent view of our government and its function, of our duty to each other, and the duty of every citizen to play his part in the affairs of the State and Nation. WRUF has in the strictest sense carried on programs of this nature for its listeners all of the time.

The question has often been brought up—why is the station not self-sustaining? The attitude of officials up until a few years ago was that the State should maintain and operate this service for its people. It is true that the station does not cover the entire State. There never has been a station built that would do that in Florida. The fact remains, however, that when WRUF found it necessary to go commercial it did not sell the most valuable time, but retained that unto itself in order to reach the greater number of people with vital and important messages. The attitude has been taken by

WRUF that it is not a money-making station, but is trying to make enough to keep it from being any burden whatsoever upon the taxpayers. This goal is gradually being reached, with the thought ever in mind of service to the people of Florida.

The educational programs not only include broadcasts of a public school nature but include a distinct adult education feature. It is ever the endeavor of the station to aid and assist all organizations who have for their purpose an unselfish duty to the public, and it continually urges the use of the station by various groups who are untiring in their efforts in behalf of the people.

The sheriff and police reports, heard daily over WRUF but seldom

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heard on a standard broadcasting station, were the outcome of the lack of shortwave police facilities in the State. Sometime ago during a nineteen-month survey on results of these broadcasts, over nine hundred criminals were captured and over \$200,000 worth of stolen property was restored to the rightful owners.

The station will continue to serve the peace officers of the State until they are able to erect their own police broadcast system. The station has always cooperated to the fullest extent with the State Road Department in publicizing news for the tourists and others. Warnings of closed roads, detours, washouts and other information help not only our own people but our visitors as well, to take the best and shortest route to their destination.

Attention is continually called to events going on throughout Florida; to Miami, Tampa, St. Petersburg, Sarasota, Lakeland, Orlando, Jacksonville, and all of the rest of the cities that have or plan programs that would interest winter or summer visitors.

The station as a rule started its broadcast day at seven a. m. until last February. Tennessee Coal, Iron and Railroad Company wanted to put on a news period for the farmers. This program contained valuable market reports and news of general interest to farmers and growers. They wanted this program at 6:30 a. m. WRUF started to sign on at 6:30 a. m., and found it was so popular and covered so much territory that public sentiment forced it to sign on now at 6:00 a. m. At this hour in the morning it is the only station using the 850 kilocycle

channel, and it receives letters from all over the eastern seaboard.

A word regarding the Florida Radio Service Council, its functions and WRUF's cooperation with them. The Florida Radio Service Council was organized about five years ago with Mrs. Beatrice Parvin as its first president. The purpose of the Council is to foster and perpetuate education by radio, and to sponsor and develop better radio programs.

Florida Radio Service Council membership is composed of representatives from the Florida Federation of Women's Clubs, the Parent-Teachers Association, Florida Bar Association, the American Legion, the Florida Educational Association, the State Chamber of Commerce, the Florida Bankers Association, Florida Real Estate Association, Florida Medical Association, and many other organizations. WRUF was the most logical radio station to publicize their activities as it is State-owned and operated by the University of Florida.

Mrs. J. Ralston Wells of Daytona Beach, now president of the Radio Service Council, has carried on an active campaign for that organization. They are continually

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bringing programs to the air and supplying programs for other radio stations through the medium of various groups composing the Radio Service Council. WRUF is very glad to be of service to this great organization, and again pledges its untiring efforts in the well-rounded program they have adopted to pursue.

It would take literally volumes to make a complete report on the service that WRUF has given in the past and will continue to give in the future to the people of the State of Florida and the United States of America. The object of this article is not to give the romantic side, nor the entertainment side of radio, but was confined purely to public services rendered to the people.

Naturally public service would include entertainment, which provides relaxation to the people as well as entertaining them. This too is a public service. Dramatics likewise have their place and are educational in nature. They are picked for the purpose of better informing the people as well as bringing them entertainment.

WRUF's newscasts are numerous since war was declared on Japan, Germany and Italy. Seeking to render a far greater service to the people, WRUF is endeavoring to stay on

the air fulltime and has asked permission of the Federal Communications Commission. People naturally are hungry for words from the boys at the front during America's participation in this great war to retain the rights of life, liberty and pursuit of happiness.

WRUF's affiliation with the Mutual Broadcasting System brings us all the great events and historical happenings during these trying times. It likewise brings to the people of this State a service that they have been without for many years.

WRUF will continue its fight for full time, and it will continue to serve the people. Truly it can be said that WRUF's motto is "Service to God and Country and the People of Florida."

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STATE ROAD DEPARTMENT OF FLORIDA CONSTRUCTION BUDGET FOR 1942

First Division

County	Project No.	Road No.	Length	DESCRIPTION	1942 BUDGET		TYPES OF WORK			FUNDS				TOTAL FUNDS
					Underway	Proposed	Grading	Paving	Structure	State	COUNTY FUNDS		Federal	
											Preferential Roads	State Roads		
DeSoto ...	5193(3)	18	225 ft.	Over Middle Fork of Horse Creek	\$ 4,173.47	\$.....	\$.....	\$.....	\$ 4,173.47	\$ 4,173.47	\$.....	\$.....	\$.....	4,173.47
DeSoto ...	990	86	2.70	Well's Packing House—Nocatee		82,294.00		82,294.00		82,294.00				82,294.00
Glades ...	5067	29	3.50	Lake Port—Road 145...		35,000.00		35,000.00		35,000.00				35,000.00
Glades ...	5575	29	10.530	Moore Haven—Clewiston	9,120.00	2,000.00		11,120.00		11,120.00				11,120.00
Glades ...	3161	8-A	0.500	Highlands County Line—0-5 miles South.....	27,992.94			27,992.94		6,998.23			20,994.71	27,992.94
Hendry ..	5002	164	.....	Drainage in Hendry Co.		20,000.00	20,000.00					20,000.00		20,000.00
Hendry ..	5002	164	5.226	7 miles South of LaBelle	15,618.37			15,618.37			15,618.37			15,618.37
Hendry ..	5002(4)	164	1.588	South of LaBelle—DeSoto Ave.	78,966.75			78,966.75			62,844.72	16,122.03		78,966.75
Hernando.	5313(2)	15	6.260	Citrus County Line—South	2,000.00			2,000.00		2,000.00				2,000.00
Hernando.	5313(3)	15	6.456	Weekiwachee Springs—North	3,568.00			3,568.00		3,568.00				3,568.00
Hernando.	5447(2)	15	6.782	Pasco County Line—Weekiwachee Springs	1,500.00			1,500.00		1,500.00				1,500.00
Highlands	5070	8-A	0.57	A.C.L. Railroad Underpass at Lake Placid.. ..		125,000.00			125,000.00				125,000.00	125,000.00
Highlands	5070	8-A	20.00	State Road 8—Sebring.. ..		1,000,000.00		1,000,000.00		250,000.00			750,000.00	1,000,000.00
Highlands	3161	8-A	12.127	Glades Co. Line—North	678,940.72			678,940.72		193,862.45			485,078.27	678,940.72
Highlands	5070(4)	8-A	12.261	Lake Placid—Sebring		92,400.00	92,400.00			92,400.00				92,400.00
Highlands	5621	341	2.074	U. S. Reservation—Road No. 8	42,526.72			42,526.72		42,526.72				42,526.72
Highlands	5632(3)	8	2.000	West end of Project 647—West	500.00			500.00		500.00				500.00
Highlands	5633(3)	8	3.000	East End of Project 629—East	500.00			500.00		500.00				500.00
Highlands	5185	349	3.500	A point approximately 3 miles East of Lake Placid — approximately 3.5 miles East.....	10,000.00		10,000.00			10,000.00				10,000.00
Hillsboro..	3016	17	.....	Barriers, Hillsborough River Bridge	6,187.50				6,187.50	3,093.75			3,093.75	6,187.50
Hillsboro..	4043	23	.....	Signals at A.C.L. Railroad Crossing at Ruskins	4,480.60				4,480.60				4,480.60	4,480.60
Hillsboro..	4104	.....	.....	Signals in Tampa 15-17-20-23 Streets	58,624.29				58,624.29				58,624.29	58,624.29
Hillsboro..	4108	.....	.....	Signals in Plant City	3,303.01				3,303.01				3,303.01	3,303.01
Hillsboro..	4115	109	.....	Signals North of Tampa (Florida Ave.)	6,797.51				6,797.51				6,777.51	6,797.51
Hillsboro..	4117	.....	.....	Signals at Perkins Siding	6,515.00				6,515.00				6,515.00	6,515.00
Hillsboro..	4128	545	0.567	A. C. L. Railroad Crossing North of McDill Field	40,707.45				40,707.45				40,707.45	40,707.45
Hillsboro..	5367	545	2.487	McDill Field — Euclid Avenue	6,443.00			6,443.00		6,443.00				6,443.00

Hillsboro..	5367(2)	545	3.448	Howard Avenue—Euclid Avenue	11,939.25			11,939.25		11,939.25				11,939.25
Hillsboro..	5414	17	4.60	Project 96-A—Pinellas County		300,000.00		300,000.00		75,000.00			225,000.00	300,000.00
Lee	5324	25	300 ft.	Over Billy's Creek at Ft. Myers	14,963.84			14,963.84		14,963.84				14,963.84
Lee	5326	2	1500 ft.	Over Hickey Creek	3,449.00			3,449.00		3,449.00				3,449.00
Lee	5332	25	1284 ft.	Over Orange Creek	24,760.36			24,760.36		24,760.36				24,760.36
Lee	1063	25	9.00	Hendry County Line—West		233,000.00		233,000.00		5,333.55		52,666.45	175,000.00	233,000.00
Pasco	5257	15	6.00	State Road 210 — New Port Richey		150,000.00		150,000.00		150,000.00				150,000.00
Pasco	4101	5		Signals near Greenfield..	2,859.73			2,859.73					2,859.73	2,859.73
Pasco	940	23	3.59	Hillsborough County Line—Zephyrhills		63,409.74	63,409.74			63,409.74				63,409.74
Pinellas ..	4106			Signals in Clearwater...	16,607.80			16,607.80					16,607.80	16,607.80
Pinellas ..	4107			Signals in St. Petersburg	18,281.00			18,281.00					18,281.00	18,281.00
Pinellas ..	4125	17		Signals in Coachman...	4,665.63			4,665.63					4,665.63	4,665.63
Polk	1220	34	9.50	Providence—Pasco County Line		118,750.00	118,750.00			118,750.00				118,750.00
Polk	5158(3)	79	7.753	Mulberry—Bartow		274,521.50		274,521.50		274,521.50				274,521.50
Polk	4113	2	0.568	S.A.L. Railroad Crossing at Winter Haven	115,609.90					115,609.90			115,609.90	115,609.90
Polk	5022(2)	2	2.045	Parkview Place — North in Lakeland	180,951.31			180,951.31		180,951.31				180,951.31
Polk	5158(2)	79	5.584	Hillsborough County Line—Mulberry	5,881.80			5,881.80		5,881.80				5,881.80
Polk	5158	79	14.451	Bartow--Lake Wales		506,057.00	97,057.00	409,000.00		506,057.00				506,057.00
Polk	5209(2)	8	5.935	Frostproof-Lake Wales..	30,122.98			30,122.98		30,122.98				30,122.98
Polk	5209	8	5.90	Dundee-Haines City		200,000.00		200,000.00		200,000.00				200,000.00
Sarasota ..	5647(3)	5	0.707	In Venice	12,102.79			12,102.79		12,102.79				12,102.79
TOTALS.....					\$1,450,660.72	\$3,202,432.24	\$ 401,616.74	\$3,794,490.13	\$ 456,986.09	\$2,423,222.74	\$ 78,463.09	\$ 88,788.48	\$2,062,618.65	4,653,092.96

**STATE ROAD DEPARTMENT OF FLORIDA
CONSTRUCTION BUDGET FOR 1942**

Second Division

County	Project No.	Road No.	Length	DESCRIPTION	1942 BUDGET		TYPES OF WORK			FUNDS				TOTAL FUNDS
					Underway	Proposed	Grading	Paving	Structures	State	Preferential Roads	State Roads	Federal	
Alachua..	4131	5		Signals in Archer	\$ 4,752.00	\$	\$	\$	\$ 4,752.00	\$	\$	\$	\$ 4,752.00	\$ 4,752.00
Alachua..	5354	2-A	1.500	Road No. 2—Gainesville		34,490.50		34,490.50		34,490.50				34,490.50
Alachua..	5497	486	4.067	Union County Line—South		26,400.00	26,400.00			26,400.00				26,400.00
Alachua..	5630	378	4.250	Road No. 49—Road No. 99		34,320.00	34,320.00			34,320.00				34,320.00
Alachua..	5693	5	8.750	Levy County Line—North		115,500.00		115,500.00		115,500.00				115,500.00
Baker....	3081	1	0.014	Across St. Mary's River	22,602.11				22,602.11	9,686.08		1,614.98	11,301.05	22,602.11
Baker....	5374(3)	49	0.372	Road No. 1 in Macclenny—North	3,172.69			3,172.69				3,172.69		3,172.69

STATE ROAD DEPARTMENT OF FLORIDA
CONSTRUCTION BUDGET FOR 1942
Second Division

SCHEDULE 2

County	Project No.	Road No.	Length	DESCRIPTION	1942 BUDGET		TYPE OF WORK			FUNDS				TOTAL FUNDS
					Underway	Proposed	Grading	Paving	Structures	State	County Roads	State Roads	Federal	
Baker.....	5374(4)	49	375 ft.	Macclenny—St. Mary's River.....	25,127.78				25,127.78			25,127.78		25,127.78
Baker.....	5306	154	2.000	End of Pavement—North 2 miles.....		50,000.00		50,000.00		2,544.23	47,455.77			50,000.00
Bradford..	5607	48	0.30	In Starke.....		46,249.52		23,124.76	23,124.76			46,249.52		46,249.52
Bradford..	5521	261	3.504	Starke—Clay County Line.....	15,272.33		10,000.00		5,272.33	15,272.33				15,272.33
Clay.....	5450-5451	48	5.799	Camp Blanding—Road No. 68.....	202,440.98			202,440.98		202,440.98				202,440.98
Clay.....	5524(1)	550	6.359	Camp Blanding—Middleburg.....	38,279.00			38,279.00		38,279.00				38,279.00
Clay.....	5524(2)	550	525 ft.	Camp Blanding—Middleburg.....	20,645.91				20,645.91	20,645.91				20,645.91
Clay.....	5520	261	2.999	Bradford County Line—Camp Blanding.....	5,000.00		5,000.00			5,000.00				5,000.00
Clay.....	5143	68	2.27	Road 139—Orange Park Doctor's Inlet—Road No. 68.....		24,452.41		24,452.41		15,242.44		9,209.97		24,452.41
Clay.....	5650	259	2.63			46,289.65		46,289.65				46,289.65		46,289.65
Columbia..	5263	236	6.37	Ft. White—Road No. 2.....		59,349.93		59,349.93				59,349.93		59,349.93
Dixie.....	5294	50	25.00	Oldtown—Salt Creek.....		10,000.00	10,000.00					10,000.00		10,000.00
Dixie.....	5025	500	0.70	South of Cross City—0.7 mile.....		9,240.00		9,240.00				9,240.00		9,240.00
Dixie.....	5027	69	1.52	Lafayette County Line Taylor County Line.....		23,000.69		23,000.69				23,000.69		23,000.69
Duval.....	3147	204	10.751	Maxville—Northeast.....	461,915.14			461,915.14		230,957.57			230,957.57	461,915.14
Duval.....	5134(4)	363		Over Ortega River (Electrical Work).....	16,969.87				16,696.87	16,696.87				16,969.87
Duval.....	4132			Signals in Jacksonville (Edgewood Avenue).....	7,616.50				7,616.50				7,616.50	7,616.50
Duval.....	5134(2)	363	545 ft.	Over Ortega River.....	7,746.29				7,746.29	7,746.29				7,746.29
Duval.....	5134(3)	363	5.200	McDuff Avenue—Road No. 3.....	12,580.79			12,580.79		12,580.79				12,580.79
Duval.....	3169	4	1.70	Miami Road—Hogan Road.....		187,000.00		187,000.00		187,000.00				187,000.00
Duval.....	5438	376	15.50	South Jacksonville—Jacksonville Beach.....		893,416.19		893,416.19				893,416.19		893,416.19
Duval.....	5500	204	7.80	Project 196-B—Cassett Avenue in Jacksonville.....		400,000.00		400,000.00		200,000.00			200,000.00	400,000.00
Duval.....	5515	4	1.436	Thomas Creek—Project 143-A.....		80,000.00		80,000.00		20,000.00			60,000.00	80,000.00
Duval.....	5644	47		Goodby's Lake Bridge and Approaches.....		50,000.00			50,000.00	50,000.00				50,000.00
Gilchrist..	5697	77	0.25	Trenton—Northwest.....		25,531.04		25,531.04			25,531.04			25,531.04
Gilchrist..	5039	82	3.50	Trenton—Santa Fe River.....		94,350.31	94,350.31			60,745.84		33,604.47		94,350.31

Hamilton.	5035(2)	116	305 ft.	Jasper—Suwannee River.	41,541.37			41,541.37	41,541.37				41,541.37	
Hamilton.	5260	116	13.48	Road No. 2—Withlacoochee River.		135,000.00		135,000.00	135,000.00				135,000.00	
Lafayette.	5026	69	5.00	Cook's Hammock—Southwest.	14,832.00			14,832.00	14,832.00				14,832.00	
Lafayette.	5605	92	2.50	Suwannee River—Road No. 106.		23,100.00	23,100.00		23,100.00				23,100.00	
Lafayette.	5036(3)	50	195 ft.	Branford—Dixie County Line.	10,162.09			10,162.09	10,162.09				10,162.09	
Lafayette.	5026(6)	69	2.32	End of Pavement—Dixie County Line.		36,325.30		36,325.30	36,325.30				36,325.30	
Lafayette.	5192	106	9.12	Road No. 5-A—Madison County Line.		190,063.30		140,000.00	50,063.00	145,807.50	44,255.50		190,063.00	
Lafayette.	5399	69		Bridge over Suwannee River.		45,562.78		45,562.78			45,562.78		45,562.78	
Levy.....	5033	15	10.15	Lebanon—Citrus County Line.		243,600.00		243,600.00	243,600.00				243,600.00	
Levy.....	3014	81	7.175	Otter Creek—Project 3105.	100,126.79			100,126.79	50,063.40			50,063.39	100,126.79	
Levy.....	3105	81	5.732	Project 3014—Lebanon.	82,879.19			82,879.19	41,439.60			41,439.59	82,879.19	
Levy.....	4134	500		Signals at Williston.	6,200.70			6,200.70				6,200.70	6,200.70	
Madison...	5554	35	6.220	Greenville—North.		51,774.80		51,774.80					51,774.80	
Madison...	5698	500	1.097	Project E-87-D—Taylor County Line.		14,480.00		14,480.00	27,955.28		23,819.52		14,480.00	
Madison...	5179	106	16.51	Madison—Lafayette County Line.		214,279.44	166,000.00	48,279.44	214,279.44				214,279.44	
Nassau....	5699	3	11.8	Yulee—Hutson's Lake.		45,160.00		45,160.00					45,160.00	
Nassau....	5609	3	0.51	Nassau Marsh—Project 5699.		1,925.00		1,925.00	8,000.00		37,160.00		1,925.00	
Nassau....	5700	13	10.3	Yulee—Fernandina.	42,903.26			42,903.26			1,925.00		42,903.26	
Nassau....	5700	13		Rebuild and Pave Rampart Fernandina Beach.		10,000.00		10,000.00			13,969.24		10,000.00	
Suwannee.	4129	1		Signals at Live Oak.	3,999.11			3,999.11			3,999.11		3,999.11	
Suwannee.	5399	69		Bridge over Suwannee River.		90,837.22		90,837.22	42,197.25		48,639.97		90,837.22	
Taylor....	5211	35	16.00	Road No. 500—Keaton Beach.		26,400.00		26,400.00	26,400.00				26,400.00	
Taylor....	3107-3137	500	8.146	Steinhatchee River—North.	17,766.98			17,766.98	8,883.49		8,883.49		17,766.98	
Taylor....	5300	500	7.00	Madison County Line—7.0 miles South.		92,400.00		92,400.00					92,400.00	
Taylor....	5028	69	1.66	Dixie County Line—Road No. 500.		24,206.82		24,206.82	80,862.59		11,537.41		24,206.82	
Taylor....	5211	35	8.00	End of Pavement—Keaton Beach.		80,000.00		80,000.00			24,206.82		24,206.82	
Taylor....	5657	35	1.25	Adams Beach.		37,500.00		37,500.00			80,000.00		80,000.00	
Taylor....	5658	35	1.50	Delke Beach.		45,000.00		45,000.00			37,500.00		37,500.00	
Union.....	5518	486	2.886	Santa Fe River—Road 56.		19,549.00	19,549.00		19,549.00				19,549.00	
TOTALS.....					\$1,121,629.62	\$3,679,656.86	\$ 222,719.31	\$4,098,063.91	\$ 480,503.26	\$2,490,300.14	\$ 146,176.33	\$1,539,596.61	\$ 625,213.40	\$4,801,286.48

STATE ROAD DEPARTMENT OF FLORIDA CONSTRUCTION BUDGET FOR 1942

SCHEDULE 2

Third Division

County	Project No.	Road No.	Length	DESCRIPTION	1942 BUDGET		TYPES OF WORK			FUNDS				TOTAL FUNDS
					Underway	Proposed	Grading	Paving	Structures	State	COUNTY FUNDS		Federal	
											Preferential Roads	State Roads		
Bay.....	767-B	10	0.90	Town of West Bay—										
Bay.....	5403	10-C	2.50	Bridge & Approaches.....		\$ 252,000.00	\$.....	\$.....	\$ 252,000.00	\$ 252,000.00	\$.....	\$.....	\$.....	\$ 252,000.00
				Road 10—Road 20.....		45,000.00		45,000.00		45,000.00				45,000.00
Calhoun...	5345	84	395.7 ft.	Bridge over Ten Mile										
				and Four Mile										
Calhoun...	5345	84	9.30	Creeks	\$ 37,842.46				37,842.46	37,842.46				37,842.46
				Clarksville—Jackson		41,895.49		41,895.49				41,895.49		41,895.49
				County Line.....										
Escambia.	4161	62		Signals at Century.....	7,929.74				7,929.74				7,929.74	7,929.74
Escambia.	5140	62	13.40	Davisville—Century....	4,214.42	60,000.00		64,214.42		4,214.42		60,000.00		64,214.42
Escambia.	5506	341	0.857	Naval Air Base—										
				Warrington.....		4,500.00		4,500.00		4,500.00				4,500.00
Escambia.	5541	341	6.307	Kelly Field—Road		5,000.00		5,000.00		5,000.00				5,000.00
				No. 1.....										
Escambia.	5538	341	0.50	Tarkila Field—Road		500.00		500.00		500.00				500.00
				No. 125.....										
Escambia.	3157	11 & 365	2.452	Warrington—North.....	242,845.75			242,845.75						
Escambia.	3159	341	0.987	Corry Field—East.....	194,920.68			194,920.68		121,422.88			121,422.87	242,845.75
Escambia.	4166	341	0.554	"O" Street in Pensa-						97,460.34			97,460.34	194,920.68
				cola—Project 121-A..	206,984.47				206,984.47				206,984.47	206,984.47
Escambia.	5398	341	0.50	12th Avenue Bridge		20,000.00			20,000.00				20,000.00	20,000.00
				& Approaches.....		100,000.00		100,000.00		50,000.00			50,000.00	100,000.00
Escambia.	120-B	365	1.40	Corry Field—Road No. 1										
Franklin..	5151	12	16.700	East River—North.....		66,010.21	66,010.21					66,010.21		66,010.21
Franklin..	5494	10	5.00	Lamar "Y"—St.										
				Teresa.....		50,000.00		50,000.00		50,000.00				50,000.00
Franklin..	5298	301	5.90	Road 10—Mud Cove.....		4,000.00	4,000.00			4,000.00				4,000.00
Gadsden..	5098	127	15.5	Jackson Bluff—Quincy.	7,529.40	15,000.00	15,000.00	7,529.40						
Gadsden..	5105	277	8.2	Liberty County Line—							22,529.40			22,529.40
				River Junction.....		72,519.42	72,519.42							72,519.42
Gadsden..	5050	76	9.5	Quincy—Ocklockonee		324,105.94		324,105.94						324,105.94
				River.....						200,000.00	124,105.94			
Gulf.....	3065	10		Barriers at Canal										
				Bridge at Port St. Joe	15,620.00				15,620.00	7,810.00			7,810.00	15,620.00
Gulf.....	5125	6	4.6	White City—Cypress										
				Creek.....		141,000.00		141,000.00		141,000.00				141,000.00
Gulf.....	5231	6	1.0	White City Bridge										
				and Approaches.....		143,000.00			143,000.00	143,000.00				143,000.00
Gulf.....			1.0	Road 10—Kinney Mill.		43,066.75		42,066.75						43,066.75
Gulf.....	5511	6	13.30	Scott's Ferry Bridge—								43,066.75		43,066.75
				Blountstown.....		9,000.00		9,000.00		9,000.00				9,000.00

Holmes...	5581	186	3.6	Road 165—Alabama State Line.....		55,000.00	55,000.00			26,189.67		28,810.33		55,000.00
Holmes...	5386	186	10.20	Road 39—Road 165.....		75,000.00	75,000.00			75,000.00				75,000.00
Holmes...	825	88	6.00	Project 5419—Alabama State Line.....		30,000.00	30,000.00				30,000.00			30,000.00
Holmes...	5419	88	5.70	End of Pavement—Project 825.....		45,000.00	45,000.00			45,000.00				45,000.00
Holmes...	5468	166	4.00	Road 88—Alabama State Line.....	3,379.09	5,000.00		8,379.09			8,379.09			8,379.09
Holmes...	5419	88	105 ft.	Little Sandy Creek Bridge.....		8,000.00		8,000.00		8,000.00				8,000.00
Jackson...	5379	84	2.20	Marianna—North Calhoun County Line—Marianna.....		3,500.00	3,500.00			3,500.00				3,500.00
Jackson...	5095	84	15.70	Grand Ridge—Delwood Road 84—Road 90.....		79,288.05	79,288.05					79,288.05		79,288.05
Jackson...	5088	159	7.70	Marianna—East.....		45,000.00	45,000.00			45,000.00				45,000.00
Jackson...	5629	*	2.25		1,489.54	2,000.00		3,489.54		3,489.54				3,489.54
Jackson...	3067	1	3.642		311,157.99			311,157.99		155,579.00		155,578.99		311,157.99
Jefferson...	5188	291	8.10	Monticello—Georgia State Line.....		63,595.61	63,595.61					63,595.61		63,595.61
Jefferson...	58(3)	1	0.10	Lake Miccosukee Bdge. Lamont—Aucilla.....		40,000.00	40,000.00		40,000.00	10,000.00		30,000.00		40,000.00
Jefferson...	5042	42	8.50	Wacissa—Lloyd.....		100,000.00	100,000.00			100,000.00				100,000.00
Jefferson...	5456	42	8.57			50,000.00	50,000.00					50,000.00		50,000.00
Leon.....	5359	377	3.40	Tallahassee—Lake Bradford.....		52,000.00	52,000.00					52,000.00		52,000.00
Leon.....	3154	500	1.249	Road 500—Road 76.....	9,700.43		9,700.43			4,850.22		4,850.21		9,700.43
Leon.....	3143	76	1.334	Tallahassee—Project 4118.....	82,730.70		82,730.70			41,365.35		41,365.35		82,730.70
Leon.....	3158	76	1.234	Project 4118—West.....	75,120.99		75,120.99			37,560.50		37,560.49		75,120.99
Leon.....	4118	76	0.507	S.A.L. Railroad Overpass.....	35,356.31		35,356.31					35,356.31		35,356.31
Leon.....	1209-A	175	3.50	Wakulla County Line—Road 10.....		60,000.00	60,000.00			60,000.00				60,000.00
Leon.....	5577	500	1.80	Lake Bradford Road—Road 10.....		50,000.00	50,000.00			50,000.00				50,000.00
Leon.....	5312	71	3.50	Tallahassee—County Stockade.....		30,000.00	30,000.00					30,000.00		30,000.00
Leon.....	5624	107	1.00	Road 500—Chaires.....		13,000.00	13,000.00			13,000.00				13,000.00
Leon.....	728	10		Cattle Guard.....		5,000.00	5,000.00		5,000.00			5,000.00		5,000.00
Liberty.....	5233	12	20.8	Wilma—Bristol.....		44,306.18	44,306.18				29,306.18	15,000.00		44,306.18
Liberty.....	5579	12	11.00	Wilma—Franklin County Line.....		22,000.00	22,000.00					22,000.00		22,000.00
Liberty.....	5448-5097	135	4.8	Forest Boundary—Hosford.....		15,719.40	15,719.40					15,719.40		15,719.40
Liberty.....	5448	135	496.5 ft.	Telogia Creek Bridge.....	43,025.84		43,025.84		43,025.84	43,025.84				43,025.84
Liberty.....	3097	135	6.386	Liberty—Vilas.....	9,996.11	2,000.00	2,000.00	9,996.11		2,000.00		9,996.11		11,996.11
Okaloosa...	5251	165	9.50	Road 41—Road 33.....		58,026.60	34,241.06	23,785.54			23,785.54	34,241.06		58,026.60
Okaloosa...	5569	1	33.3 ft.	Baggett Creek Bridge.....		1,400.00		1,400.00		1,400.00				1,400.00
Okaloosa...			1.50	Destin—Post Office.....		5,000.00		5,000.00		5,000.00				5,000.00
Santa Rosa...	144	1.80		Chumuckla—Road 265.....		26,000.00	26,000.00			26,000.00				26,000.00
Santa Rosa...	5215	190	12.00	Milton—Munson.....		40,850.22	40,850.22			40,850.22				40,850.22
Santa Rosa...	5122	62	7.30	Cold Water Creek—Road 37.....		2,000.00	2,000.00			2,000.00				2,000.00
Santa Rosa...	5297	265	13.70	Pace—Jay.....		40,000.00	40,000.00			40,000.00				40,000.00
Santa Rosa...			2.00	Fair Point—Road 53.....		39,000.00	39,000.00			39,000.00				39,000.00
Wakulla...	5636	5-A	0.80	Pine Street in Newport Sopchoppy—North.....		35,000.00	35,000.00			35,000.00				35,000.00
Wakulla...	5377	127	15.00	Road 10—Wakulla Springs.....	19,968.54		19,968.54					19,968.54		19,968.54
Wakulla...	5637	175	3.50		20,820.10		20,820.10			20,820.10				20,820.10
Wakulla...	5578-5589	10		Bridges in County.....		50,000.00		50,000.00		50,000.00				50,000.00
Wakulla...	1209-C	175	4.25	Project 5637—Leon County Line.....		39,877.14		39,877.14			39,877.14			39,877.14
Walton...	5636	40	190 ft.	Bridge over Big Swamp Creek.....	13,169.63			13,169.63		13,169.63				13,169.63
Walton...	5592	358	6.8	Road 60—Holmes County Line.....		50,000.00	50,000.00					50,000.00		50,000.00
Walton...	5653	213	11.5	Road 88—Argyle.....		75,497.39	75,497.39			75,497.39				75,497.39
Washington	5135	163	14.20	Vernon—Chipleay.....		14,000.00		14,000.00		14,000.00				14,000.00
* Detour				TOTALS.....	\$1,323,833.65	\$2,788,626.94	\$ 610,762.20	\$2,657,726.25	\$ 843,972.14	\$2,058,879.85	\$ 389,653.61	\$ 857,612.25	\$ 806,314.88	\$1,112,460.59

STATE ROAD DEPARTMENT OF FLORIDA
CONSTRUCTION BUDGET FOR 1942
Fourth Division

County	Project No.	Road No.	Length	DESCRIPTION	1942 BUDGET		TYPES OF WORK			FUNDS				TOTAL FUNDS
					Underway	Proposed	Grading	Paving	Structures	State	COUNTY FUNDS		Federal	
											Preferential Roads	State Roads		
Broward..	5101(3)	26	5.560	Davie Road—Port Everglades.....	\$ 176,859.91	\$.....	\$.....	\$ 176,859.91	\$.....	\$ 176,859.91	\$.....	\$.....	\$.....	\$ 176,859.91
Broward..	3027(2)	26	14.660	20 Mile Bend—Palm Beach County Line..	8,700.00	.....	.....	8,700.00	.....	4,350.00	.....	.....	4,350.00	8,700.00
Broward..	3076(2)	26	12.929	Dade County Line—20 Mile Bend.....	3,105.75	.....	.....	3,105.75	.....	1,552.88	.....	.....	1,522.88	3,105.75
Broward..	4109	26	.....	Signals in Ft. Lauderdale.....	4,373.90	.....	.....	.....	4,373.90	.....	.....	.....	4,373.90	4,373.90
Broward..	4112	361	.....	Signals West of Pompano.....	4,048.02	.....	.....	.....	4,048.02	.....	.....	.....	4,048.02	4,048.02
Collier....	5200(4)	164	10.000	Immokalee—South.....	36,215.86	.....	.....	36,215.86	.....	3,444.46	.....	32,771.40	.....	36,215.86
Collier....	3090	164	0.197	Miles City—Sunniland..	29,735.21	.....	.....	.....	29,735.21	29,735.21	.....	.....	.....	29,735.21
Collier....	5200	164	8.69	3.7 miles North of Sunniland—4.99 miles South of Sunniland..	.....	127,028.00	.....	127,028.00	.....	.....	.....	127,028.00	.....	127,028.00
Dade.....	5667	4	0.3	S. E. 2nd Avenue in Miami—Biscayne Boulevard.....	.....	3,085.50	.....	3,085.50	.....	.....	.....	3,085.50	.....	3,085.50
Dade.....	5155(2)	270	1.870	Road No. 4—Road No. 140.....	298,488.22	.....	.....	298,488.22	.....	298,488.22	.....	.....	.....	298,488.22
Dade.....	5277(2)	27	10.113	Miami—Krome Avenue..	276,044.88	.....	.....	276,044.88	.....	260,617.64	.....	15,427.24	.....	276,044.88
Dade.....	5155(2)	270	.....	Over Oleta River.....	72,331.15	.....	.....	.....	72,331.15	72,331.15	.....	.....	.....	72,331.15
Dade.....	5155	270	.....	Over Inland Waterway..	303,948.48	.....	.....	.....	303,948.48	303,948.48	.....	.....	.....	303,948.48
Dade.....	4124	140-A	.....	Signals on 79th Street in Hialeah.....	6,600.00	.....	.....	.....	6,600.00	.....	.....	.....	6,600.00	6,600.00
Ind. River	5011(2)	30	5.045	Road 248 (Vero Beach)—West.....	288,470.06	.....	.....	288,470.06	.....	288,470.06	.....	.....	.....	288,470.06
Ind. River	5665	167	7.000	Fellsmere—East.....	.....	54,720.60	.....	54,720.60	.....	54,720.60	.....	.....	.....	54,720.60
Martin....	3140	4	4.90	Olympia—Jupiter.....	.....	150,000.00	.....	150,000.00	.....	37,500.00	.....	.....	112,500.00	150,000.00
Martin....	5110	85	11.160	3 miles East of Indian town—East.....	46,055.56	.....	.....	46,055.56	.....	46,055.56	.....	.....	.....	46,055.56
Martin....	4114	109	.....	Signals at Indiantown..	3,529.86	.....	.....	.....	3,529.86	3,529.86	.....	.....	.....	3,529.86
Monroe....	3156-	4-A	.....	Sections Florida City—Key West.....	.....	300,000.00	.....	.....	300,000.00	300,000.00	.....	.....	.....	300,000.00
Okeechobee	3165	8 & 85	1.390	S.A.L. Railroad Crossing at Okeechobee..	34,158.58	.....	.....	.....	34,158.58	34,158.58	.....	.....	.....	34,158.58
P. Beach..	5268	199	8.00	Delray Road—Road 25.....	.....	175,602.23	.....	175,602.23	.....	175,602.23	.....	.....	.....	175,602.23
P. Beach..	5268(3)	199	8.670	Hillsboro Canal—Delray Road.....	280,189.81	.....	.....	280,189.81	.....	280,189.81	.....	.....	.....	280,189.81
P. Beach..	3021	26	9.954	Project 168-B—Broward County Line..	6,628.34	.....	.....	6,628.34	.....	6,628.34	.....	.....	.....	6,628.34
P. Beach..	5620	172	0.70	Chosen—Belle Glade.....	88,658.90	.....	.....	88,658.90	.....	88,658.90	.....	.....	.....	88,658.90
St. Lucie..	5576	City	0.730	Approach to Indian River Bridge.....	19,915.02	12,561.00	19,915.02	12,561.00	.....	32,476.02	.....	.....	.....	32,476.02
St. Lucie..	5645	162	7.000	Ft. Pierce—West.....	.....	7,744.00	.....	7,744.00	.....	7,744.00	.....	.....	.....	7,744.00
St. Lucie..	3087	162	.....	Header Canal—Rim Ditch.....	.....	1,100.00	.....	.....	1,100.00	1,100.00	.....	.....	.....	1,100.00
TOTALS.....					\$1,899,398.61	\$ 920,500.23	\$ 19,915.02	\$2,040,158.62	\$ 759,825.20	\$2,508,161.91	\$.....	\$ 178,312.14	\$ 133,424.79	\$2,819,898.84

STATE ROAD DEPARTMENT OF FLORIDA
CONSTRUCTION BUDGET FOR 1942

Fifth Division

County	Project No.	Road No.	Length	DESCRIPTION	1942 BUDGET		TYPES OF WORK			FUNDS				TOTAL FUNDS
					Underway	Proposed	Grading	Paving	Structures	State	County Funds Preferential Roads	State Roads	Federal	
Brevard...	3144(2)	70	6.232	Merritt—Road No. 140...	\$ 221,833.96			\$169,263.87	52,570.09	\$ 110,916.98	\$.....	\$.....	110,916.98	\$ 221,833.96
Brevard...	5483	101	1.865	Eau Gallie—Peninsula		81,832.08	81,832.08			81,832.08				81,832.08
Brevard...	5641	44	3.84	Volusia County Line— Salt Lake.....	17,638.19			17,638.19		17,638.19				17,638.19
Citrus.....	5016	15	10.90	Withlacoochee River —Crystal River.....		250,000.00		250,000.00		250,000.00				250,000.00
Citrus.....	5017	15	1.911	Project No. 5313(3)— North.....	500.00			500.00		500.00				500.00
Citrus.....	5195(2)	5	5.667	Inverness—Floral City	81,324.36			81,324.36		81,324.36				81,324.36
Citrus.....	4121	36	2.571	A.C.L. Railroad at Inverness.....	47,331.11			47,331.11					47,331.11	47,331.11
Citrus.....	3149	5	0.721	In Inverness.....	6,600.46			6,600.46		3,300.23			3,300.23	6,600.46
Citrus.....	5407(2)	5	3.380	Floral City—South	1,760.00			1,760.00		1,760.00				1,760.00
Flagler...	5146(4)	134	9.273	Cody's Corner—Road No. 4.....										
Flagler...	5146(3)	134	5.981	15.7 miles Southwest of Bunnell—South- west.....	116,824.60			116,824.00		116,824.60				116,824.60
Lake.....	5599	55	4.690	St. Johns River— Tavares.....	18,384.80			18,384.80		18,384.80				18,384.80
Lake.....	FA- 13(2)	2	0.50	Mt. Dora—Orange County Line.....		41,000.00		41,000.00		20,500.00			20,500.00	41,000.00
Lake.....	3045	8-A	2.210	Road 257—Road 55 (less Project 4120)...	141,468.17			141,468.17		70,734.09			70,734.08	141,468.17
Lake.....	4120	8-A	0.567	A.C.L. Railroad at Minneola.....	113,251.40				113,251.40				113,251.40	113,251.40
Lake.....	4130	8-A		Signals at Leesburg...	9,302.80				9,302.80				9,302.80	9,302.80
Marion...	4066	81		Signals East of Dun- nellen.....	4,007.10				4,007.10				4,007.10	4,007.10
Marion...	5461	2	8.800	Ocala—Bellevue...	2,880.00			2,880.00		2,880.00				2,880.00
Marion...	4136	38		Signals at Weirsdale...	5,593.20				5,593.20				5,593.20	5,593.20
Marion...	5004	2	7.00	Bellevue—Oklawaha...		35,000.00		35,000.00		35,000.00				35,000.00
Orange...		3	0.60	In Orlando (Mills Street).....		100,000.00		100,000.00		50,000.00			50,000.00	100,000.00
Orange...	4133			Signals in Maitland...	6,012.00				6,012.00				6,012.00	6,012.00
Orange...	FA- 13(2)	2	8.00	Lake County Line— Plymouth.....		659,000.00		659,000.00		329,500.00			329,500.00	659,000.00
Osceola...	2050	2	0.850	In Kissimmee.....	275.00			275.00		275.00				275.00
Putnam...	5469	3	7.600	Memorial Bridge— Dunn's Creek.....	9,069.61			9,069.61		9,069.61				9,069.61
Sumter....	5642(2)	22	3.270	Bevilles Corner— Center Hill.....	17,854.91			17,854.91		17,854.91				17,854.91
Sumter....	4122	2	0.385	S.A.L. Railroad at Wildwood.....	129,438.90				129,488.90				129,438.90	129,438.90
St. Johns.	5228(2)	47	7.513	Picolata—Trout Creek	200,282.61			200,282.61		200,282.61				200,282.61
St. Johns.	5433	47	6.365	Tocoi—Picolata...	174,271.63			174,271.63		174,271.63				174,271.63
Volusia...	5169	134	0.239	Flagler County Line— South.....	4,851.97			4,851.97		4,851.97				4,851.97
Volusia...	5640	44	5.220	Brevard County Line —St. Johns River...	37,037.00			37,037.00		37,037.00				37,037.00
Volusia...	5473	3	4.000	Putnam County Line —Connersville.....	7,680.00			7,680.00		7,680.00				7,680.00
Volusia...	5663	44	930 ft.	Timber Bridge.....	8,250.00			8,250.00		8,250.00				8,250.00
Volusia...	3150	21	8.636	Daytona—West.....	784,367.46			784,367.46		392,183.73			392,183.73	784,367.46
TOTALS.....					\$2,168,091.24	\$1,166,832.08	\$ 81,832.08	\$2,924,665.75	\$3,328,425.49	\$2,042,851.79	\$.....	\$.....	\$1,292,071.53	\$3,334,923.32

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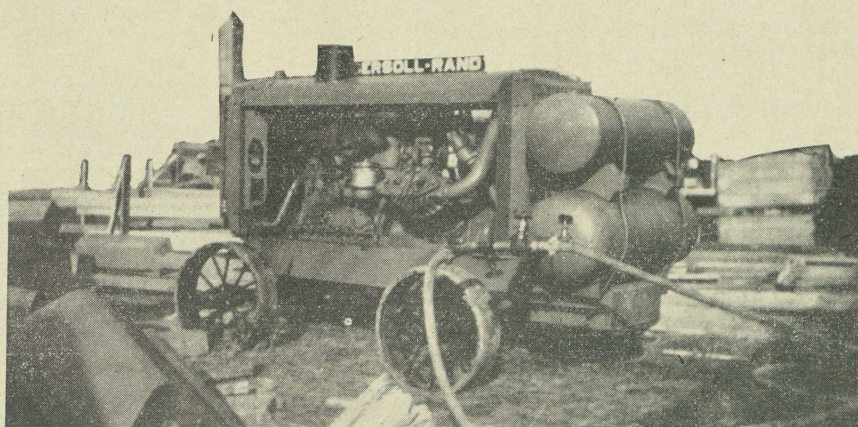
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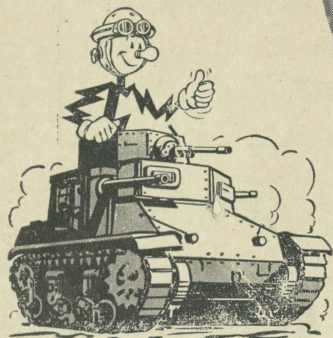
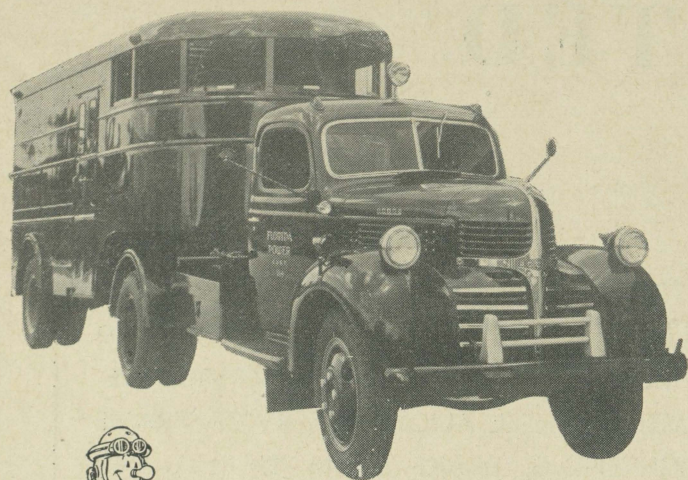
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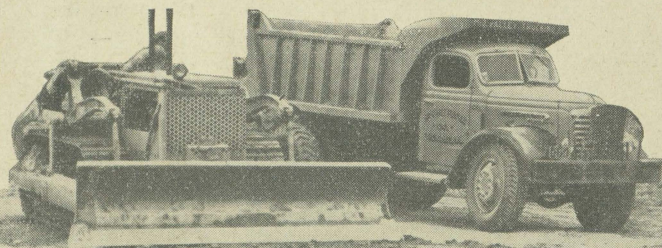
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